OMI

Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

START

OF

ROLL

ROLL

246

AGENCY NAME: ODot Support Services

SERIES TITLE:

Contracts

FIRST RECORD ON REEL:

Contract # 9724

REDUCTION RATIO: 21 X

1983 Willamina Slide Sec. of the 9724
Willamina-Sheridan Hwy.
(Slide stablization)

9722

9724

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 1	COUNTY Polk	DIVISION Oregon
DATE OF REPORT MAR 12 '85	REPORT MADE BY C. O. Fredrickson, Construction Engineer		PROJECT NO. RS-124(6)
COMPLETION DATE (Actual) 12-16-83	ACCEPTANCE DATE BY CONRTACT AGENCY 04-20-84	TIME ELAPSED 120 %	CONTRACT TIME 30 CD

LOCATION

Willamina Slide Section of the Willamina-Sheridan Highway.

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

RECEIVED
STATE HWY ENGR
MAR 28 '85
REFER TO
Fredrickson
FOR

Info	Issue	R/D	D/R	Sign	Act	File

cy
4/1

NOTED
W. E. SCHWARTZ

1. Description of Improvement as Programed:

   A. Excavation to provide for placement of quarry run rock.
   B. Construction of underdrain.
   C. Placement of quarry run rock.
   D. Construction of drain ditch.
   E. Construction of loose riprap.
   F. Reshape slide break area.
   G. Seeding and mulching.
   H. Performance of such additional and incidental work as is called for by the specifications and plans.

2. Contractor's Name: Civil Constructors, Inc.

3. Contract Amount: $102,403.00

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

Signature (SHD Official) C. O. Fredrickson

Title Construction Engineer

A final inspection of the completed project was made January 27, 1984.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. H. Kappus Original Signed By WILLIAM H. KAPPUS Area Engineer		SIGNATURE G. K. Hossner Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE 3/26/85	TITLE Field Operations Engineer	DATE 3/27/85

FORM FHWA 1446B
(Rev. 2-84)

PREVIOUS EDITIONS MAY BE USED.

9724

TO BE COMPLETED BY FHWA	
MONTHLY TRANSACTION NUMBER	10-270
PROJECT REPORT NUMBER	
MODIFICATION NUMBER	1

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

10-1-84

Form Approved; O M B No. 04-R2089

State: Oregon
County: Polk
Project Number: RS-124(6)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 15, 1983, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$130,982.00	$130,982.00
Federal funds	$130,982.00	$115,460.00

Other revisions: Appn Code 075

(Note: Additional Federal Funds Collected - $10,353.72)

This modification is made for the following reasons:

"The project agreement executed 11-15-83, is modified to decrease federal-aid participation to 88.15 percent in accordance with P.L. 97-424, Section 145."

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 1st day of October, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

WILLAMINA SLIDE
POLK CO.
127-1012

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

9724 .

STATE COPY OMB No. 04-R2089

P

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 11-131 + 132	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 11-15-83	State Oregon County Polk Project No. RS-124(6)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Willamina Slide

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-31-83	0.00
OTHER *(Specify)*		

FUNDS PRO RATA 88.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 130,982.00	$ 115,460.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof. * See Additional Provisions on back.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

for Manager, Program Section
(Title)

By xx For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator NOV 15 1983

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon October 3, 1983

Federal-Aid Project No. RS-124(6)

Willamina Slide Section
Willamina-Sheridan Highway
Polk County

PROJECT AGREEMENT ESTIMATE

Type Code SFTY
Roadway (Sta. 58+40 to Sta. 63+50)

Mobilization		All Required		$ 2,500.00
Temporary Protection and Direction of Traffic		All Required		500.00
Temporary Signs	74	Sq. Ft.	6.00	444.00
Temporary Barricades	2	Each	135.00	270.00
Flagmen	350	Hour	20.00	7,000.00
Clearing and Grubbing		All Required		2,000.00
Ditch Excavation	560	Cu. Yd.	4.00	2,240.00
General Excavation	10,390	Cu. Yd.	2.50	25,975.00
Quarry Run Rock	8,120	Cu. Yd.	5.50	44,660.00
Trench Excavation	135	Cu. Yd.	6.00	810.00
Tractor with Dozer, Min. 115 EHP	75	Hour	50.00	3,750.00
18-inch Culvert Pipe	90	Lin. Ft.	23.50	2,115.00
18-inch Sewer Pipe	40	Lin. Ft.	24.00	960.00
Concrete Inlets, Type G-2MA	1	Each	1,217.00	1,217.00
8-inch Drain Pipe	456	Lin. Ft.	7.00	3,192.00
Filter Fabric	405	Sq. Yd.	1.00	405.00
Gravel in Drains	45	Cu. Yd.	12.00	540.00
Loose Riprap, Class 50	115	Cu. Yd.	11.00	1,265.00
Loose Riprap, Class 700	60	Cu. Yd.	11.00	660.00
Roadside Seeding and Mulching	2	Acre	950.00	1,900.00
				$ 102,403.00
Anticipated Items				
Slide Correction		All Required		$ 10,000.00
Temporary Erosion Control		All Required		3,000.00
				$ 13,000.00
			Subtotal	$ 115,403.00
			Engineering	15,579.00
			Total	$ 130,982.00

Length of Roadway 0.00 mi.

Federal Funds (88.15%)	$ 115,460
State Funds	15,522
Total	$ 130,982

Reimbursement	100%	$130,982	Public Law 97-424, 5145
Group 1	100%		
Contract No.	9724		
Prefix:	127-1989		
Prefix:	127-1012		

June 7, 1984

Allied Fidelity Insurance Co.
c/o Northwest Bonding Company
PO Box 1448
Beaverton, OR 97005

CON 5
#9724

Attention: Dennis Gilbert

Gentlemen or Ladies:

On April 25, 1984, we wrote to you concerning release of final payment on Contract No. 9724 awarded to Civil Constructors, Inc. for slide stabilization on the Willamina Slide Section of the Willamina-Sheridan Highway in Polk County.

Final payment on this contract is $1,031.54 and the total contract amount is $71,345.56. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICE

kjm
cc: Civil Constructors, Inc.
PO Box 157
Vancouver, WA 98666

NOTE: On June 6, 1984, letter returned marked "Not deliverable, No forwarding address" was addressed to Allied Fidelity, Indianapolis, ID, dated May 25, 1984. This letter was sent to replace the letter of May 25th. Civil Constructors received a copy of the first letter, therefore, they were not sent a copy of the second letter.

9724

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March 9, 1984

LaFond Construction, Inc.
Box 87
Beaver, OR 97108

CON 5
#9724

Attention: L. B. LaFond
Executive Vice President

Gentlemen:

This will acknowledge your letter dated February 17, 1984, stating that Civil Constructors, Inc., owes you for dump truck rental on Contract No. 9724.

Under Oregon law, you may file a claim against the contractor. You may do this by writing us a letter stating that you wish to file a claim and give us the contractor's name, project description, and amount of the claim. We will then file this claim with the Secretary of State and notify the surety and the contractor. Attached is a copy of the law which explains the procedure.

If after you file the claim and you still do not receive payment, I would suggest that you keep contacting the surety.

Please mail the Notice of Claim to me at 121 Transportation Building, Salem, OR 97310. My phone number is 378-6526 if you have any questions.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

RWG:dc
Att.

CLIFFORD P. LAFOND
PRESIDENT

L. B. (BUD) LAFOND
EXEC. VICE-PRES.

LaFond Construction, Inc.

EXCAVATING AND CONSTRUCTION
PHONE 398-5588
BOX 87 - BEAVER, OREGON 97108

February 17, 1984

Oregon State Highway
Commercial Services
121 Transport Bldg.
Salem, OR 97310

ATT: Robert Gormsen

Dear Mr. Gormsen,

Civil Construction who has the Oregon State Highway Contract #9724-Willamina Slide rented our dump trucks on that job. To date we haven't been paid any monies.

I am enclosing a letter sent to Civil Construction and also a copy of our billing to them. If there is anything you can do to expedite this matter between Civil Construction and ourselves we would appreciate it.

Sincerely,

L.B. LaFond
Exec. V.P.

cc: Civil Construction
Allied Federal Insurance Co.

RECEIVED
FEB 21 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

STATEMENT

LaFOND CONSTRUCTION INC.
Excavating & Construction
Box 87
BEAVER, OREGON 97108

DATE Nov. 21, 1983

Phone 398-5588

Civil Construction
P.O. Box 157
Vancouver, Wa. 98666

TERMS: Net 10th Prox

PLEASE DETACH AND RETURN WITH YOUR REMITTANCE

$ ____________

DATE	INVOICE NUMBER / DESCRIPTION	CHARGES	CREDITS	BALANCE
	BALANCE FORWARD ⇨			
	Oregon State Highway Contract #9724 Willamina Slide			
	Equipment Rental			
11-1-83	36½ hrs. truck rental			
11-2-83	28 " " "			
11-3-83	14 " " "			
11-4-83	5 " " "			
	82½ hrs. @ $35.00 pr. hr.			$2887.50

FINANCE CHARGES on past due accounts. 30 days [illegible] is a fi[illegible] of 1½% per [illegible] balance which is 18% ANNUAL PERCENTAGE RATE.

LaFOND CONSTRUCTION INC.

Thank You

⇧ PAY LAST AMOUNT IN THIS COLUMN

CLIFFORD P. LAFOND
PRESIDENT

L. B. (BUD) LAFOND
EXEC. VICE-PRES.

LaFond Construction, Inc.

EXCAVATING AND CONSTRUCTION
PHONE 398-5588
BOX 87 - BEAVER, OREGON 97108

February 17, 1984

Oregon State Highway
Commercial Services
121 Transport Bldg.
Salem, OR 97310

ATT: Robert Gormsen

Dear Mr. Gormsen,

Civil Construction who got the Oregon State Highway Contract #9724-Willamina Slide rented our dump trucks on that job. To date we haven't been paid any monies.

I am enclosing a letter sent to Civil Construction and also a billing. If there is anything you can do to expedite this matter between Civil Construction and ourselves we would appreciate it.

Sincerely,

Alice M. LaFond
Sec-Treas.

cc: Civil Construction
Allied Federal Insurance Co.

RECEIVED
FEB 21 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CLIFFORD P. LAFOND
PRESIDENT

L. B. (BUD) LAFOND
EXEC. VICE-PRES.

LaFond Construction, Inc.

EXCAVATING AND CONSTRUCTION
PHONE 392-5588
BOX 87 - BEAVER, OREGON 97108

February 17, 1984

Allied Federal Insurance Co.
P.O. Box 20112
Indianapolis, Indiana 46220

To Whom It May Concern,

I have been informed that you are the bonding company for Civil Construction
P.O. Box 157
Vancouver, Wa. 98666

Civil Construction who has Oregon State Highway Contract #9724-Willamina Slide rented our dump trucks with drivers to haul on that job. Mr. Smith assurred us we would have a check by Feb. 13, but to date we have received no payment.

I would appreciate it if you could give us any help in this matter.

Sincerely,

Alice [illegible]. LaFond
Sec-Treas.

cc: Civil Construction
Oregon State Highway

RECEIVED
FEB 21 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CLIFFORD P. LAFOND
PRESIDENT

L. B. (BUD) LAFOND
EXEC. VICE-PRES.

LaFond Construction, Inc.

EXCAVATING AND CONSTRUCTION
PHONE 398-5588
BOX 87 · BEAVER, OREGON 97108

February 17, 1984

Civil Construction
P.O. Box 157
Vancouver, WA 98666

Mr. Smith,

In November 1983 you rented dump trucks from us to work on Oregon State Highway Contract #9724-Willamina Slide.

In your last telephone call we were assured payment not later than Feb. 13th. To date we have received no monies from this job.

You leave me no recourse other than to notify Oregon State Highway and also your bonding company, Allied Federal Insurance Co, that we have not been paid.

Sincerely,

L. B. LaFond
Exec. V.P.

cc: Oregon State Highway
Allied Federal Insurance Co.

RECEIVED
FEB 21 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

1724

FORM 81-734-1001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: WILLAMINA SLIDE

WEEK ENDING: February 11, 1984

SECTION PREFIX: 127-1012

HIGHWAY: WILLAMINA - SHERIDAN

COUNTY: Polk

NAME OF JOB: WILLAMINA SLIDE

KIND OF WORK: Slide Stabilization

CONTRACTOR: Civil Constructors Inc.

CONTRACT NUMBER: 9724

FEDERAL AID PROJECT NUMBER: RS-124(6)

DATE OF CONTRACT: September 26, 1983

DATE WORK STARTED: October 4, 1983

ESTIMATED COMPLETION DATE: December 16, 1983

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0

SPECIFIED WORK DAYS

WORK DAYS USED 73

SPECIFIED CALENDAR DAYS 30

CALENDAR DAYS USED

SPECIFIED COMPLETION DATE: November 3 1983

PERCENT OF TIME ELAPSED: 243.3%

PROJECT AUTHORIZATION: $ 130,982.41

EXCLUSIVE OF ENGINEERING: $ 120,596.14

ENGINEERING AUTHORIZATION $ 10,386.27

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 90%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 120,596.14

ENGINEERING COST TO DATE $ 14,500.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 90%

ESTIMATED PERCENT OVERRUN UNDERRUN 0 %

PERCENT OF AUTHORIZATION 139 %

DATE PROJECT WAS COMPLETED: December 16, 1983

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100%	100%						

	Excavation	Rock Inlay	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	.1	.1			
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	10,000 CY	8,120 CY			
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	7,887.5%	5,489.5			
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DATE CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				K
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
FEB 13 1984
CONSTRUCTION SECTION
CE CAE FOE OCS ✓ SCS SSO
OM CA LS TC FE CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No Activity
MONDAY	No Activity
TUESDAY	No Activity
WEDNESDAY	No Activity
THURSDAY	No Activity
FRIDAY	No Activity
SATURDAY	No Activity

REMARKS

SIGNED LOCATION

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

9724

December 28, 1983

CON

Civil Constructors, Inc.
P.O. Box 157
Vancouver, WA 98666

Time Extension Request
Willamina Slide
Contract No. 9724
FAP No. RS-124(6)

Your request for additional contract time in which to complete the above project has been carefully reviewed.

You requested an unspecified amount of time as a result of "abnormal weather." Your attention is directed to subsection 108.09 of the Standard Specifications, which states in part that, "Reasonably predictable weather conditions are ordinarily not a valid reason for adjustment of contract time." The term "abnormal weather" does not appear in the contract provisions and is not a valid reason for adjustment of contract time. The jobsite weather conditions from October 5 through November 3 appear to have been reasonably predictable and therefore this portion of your request is denied.

You requested a contract time adjustment of an additional 6.7 calendar days "per our claim previously submitted." We are unable to substantiate the validity of your claim, and this portion of your request is denied at this time.

Should you wish to review this matter further, or to submit additional data, please contact Project Manager C.V. Lehman.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:cb sl

bc H. S. Coulter
C. T. Keasey
C. O. Fredrickson w/att.
C. V. Lehman w/att.

127-1012

STATE OF OREGON
Highway Division - Region 2

INTEROFFICE MEMO
378-2626

TO: C. T. Keasey
CONSTRUCTION ENGINEER

DATE: December 5, 1983

FROM: G. W. Wimer
REGION 2 CONSTRUCTION ENGINEER

RECEIVED
DEC 6 1983
CONSTRUCTION SECTION
CE
CAS
FCS
SCS
ASO
OM
CA
TC
FE
CP

SUBJECT: Time Extension Request
Willamina Slide Section - Willamina-Sheridan Hwy.
Contract #9724

Civil Contractors, Inc., the contractor on the subject project, by the attached formal request, November 21 letter and three newspaper articles, requests an adjustment of contract time from "November 3, 1983 until the weather clears sufficiently to allow the site to dry in a manner which will allow us to complete the work." This project was awarded September 22, 1983 with completion specified within 30 calendar days (CDS). Contract time charges started October 5. The project was substantially completed November 9, the 35th CD. Today, December 5, is the 62nd CD.

Project Manager C. V. Lehman, in his attached December 5 letter of transmittal and analysis, does not recommend "any time extension due to weather." He recommends that as quickly as the work that can be done in rainy weather is done, that we either suspend the balance of the work until spring or delete these items from the project. I discussed the matter with Construction Field Engineer D. O. Christensen, who agreed, and Mr. Lehman is pursuing, that we negotiate a Price Agreement with the contractor to delete the weather sensitive work.

We have substantially followed the contract plan on this project. There have been no substantial change orders. There have been numerous claims and the inlay is underrunning.

Standard Specification 108.09 specifies that "Reasonably predictable weather conditions are ordinarily not a valid reason for adjustment of contract time." I don't believe the contractor in his submittals has demonstrated the extent, if any, that the weather was beyond reasonably predictable conditions. For this reason, I agree with Mr. Lehman that this requested time extension must be denied. Your early formal response to the contractor will assist in our negotiating the elimination of the weather sensitive items. We will appreciate your assistance in this matter.

GWW:sh
Attachments

cc: C. V. Lehman

12-22-83

W. E. Schwartz —

I concur with Region and Project Manager that this request be denied.

O. B. Jackmond

81-125-1307

9724

S

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U. S. DEPARTMENT OF TRANSPORTA..ON
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. RS-124(6)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Polk

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 30097

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8-31-83

8. FEDERAL ROUTE NUMBER Secondary 124

9. STATE ROUTE NUMBER Secondary 157

10. GENERAL LOCATION:
WILLAMINA SLIDE SECTION

11. GENERAL DESCRIPTION OF WORK
Slide Correction

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Potter's August 29, 1983 letter you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $156,400. Regular Federal-aid matching ratio, appropriation code 075 in amount of $137,866 and increased Federal share (P.L. 97-424 Section 145) appropriation code 07T in amount of $18,534, in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. J. B. Boyd, dated August 25, 1983, that provisions of FHPM 7-5-1 have been complied with.

RECEIVED
STATE HWY ENGR
SEP 7 '83
REFER TO
Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

14. DATE 8-31-83

15. SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79)   PREVIOUS EDITIONS MAY BE USED

9724

5

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: August 26, 1983

To: Executive Department
Federal-Aid Coordination Unit

ORIGINAL SIGNED BY
D. E. SWAN

From: Gary A. Potter, Manager
Program Section

Subject: Federal-Aid Funding Application

In compliance with Step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for Federal-Aid funding of the following:

Item No.	Project No.	Section Name & PNRS No.
30097	RS-124(6)	Willamina Slide #OR 830407-024-2

JLG:bkb
Enc.
cc: Dale E. Wilken, FHWA
General Files

Form 734-3122

91-1 5

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

Date: August 26, 1983 PRO 6-2

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
D. E. SWAN

From: D.E. Swan
Project Unit Engineer

Subject: Project Data Submission
Item No. 30097
Project No. RS-124(6)
Willamina Slide Section
Polk County

Attached support data for the subject project consists of PR-1 form and project map.

It is the Oregon State Highway Division's present intention to receive bids for this project on September 22, 1983 and request Federal-Aid participation of 100 percent for reimbursement claims paid on or before September 30, 1984, in accordance with Pub. L. 97-424, section 145.

A copy of the State Clearinghouse A-95 review conclusions was forwarded previously.

JLG:bkb
Attachments

cc: C.O. Fredrickson (Region 2)
General Files

Form 734-3122

5

rll 99.21

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. RS-124(5)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Polk

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 30097

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/22/83
8. FEDERAL ROUTE NUMBER Secondary 124
9. STATE ROUTE NUMBER Secondary 157

10. GENERAL LOCATION:
Willamina Slide Mile Point 1.1 Section

11. GENERAL DESCRIPTION OF WORK
Right-of-Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letter of 8/16/83 you are authorized to proceed with the actual acquisition of File Numbers 53627, 53628 and 53629 as shown on R/W map 9B-21-13 at a TEC of $11,500 Federal Funds $10,137.

Federal participation is limited to that right-of-way actually incorporated in the final location of the subject project.

RECEIVED
STATE HWY ENGR
AUG 24 '83
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig to
8/24

14. DATE 8/22/83
15. SIGNATURE OF APPROVING OFFICIAL John
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9724

5

STATE OF OREGON
1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

In Reply Refer to
File No.:
PRO 6-5

Date: August 16, 1983

To: Executive Department
Federal-Aid Coordination Unit

ORIGINAL SIGNED BY
D. E. SWAN

From: for Gary A. Potter, Manager
Program Section

Subject: Federal-Aid Funding Application

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for Federal-Aid funding of the following project.

Item No.	Project No.	Section Name & PNRS No.
30097	RS-124(5)	Willamina Slide M.P. 1.1 PNRS No. OR-830407-034-2

CL:bkb
Enc.

cc: Dale E. Wilken, FHWA
General Files ✓

734-1839

7721

5

STATE OF OREGON
1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

In Reply Refer to
File No.:
PRO

Date: August 16, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
D. E. SWAN

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 30097
Project No. RS-124(5)
Willamina Slide M.P. 1.1 Section
Polk County

Enclosed is data consisting of PR-1 forms, sketch maps and right-of-way map 9B-21-13 for the subject project.

I request authorization to proceed with the actual acquisition of right-of-way all phases at an estimated total cost of $11,500 with an obligation of $10,137 in Federal funds. The right-of-way to be acquired is as outlined in red on the enclosed right-of-way map and does not involve relocation assistance.

A copy of the State Clearinghouse A-95 review conclusions has been previously forwarded.

CL:bkb
Enc.

cc: J.B. Boyd
D. Aman
General Files

5

STATE OF OREGON

HIGHWAY DIVISION

INTEROFFICE MEMO

PRO

Willamina
Slide
MP 1.1

TO: Robert N. Bothman
Assistant State Highway Engineer

DATE: August 12, 1983

FROM: Gary A. Potter, Manager ORIGINAL SIGNED BY GARY A. POTTER
Program Section

SUBJECT: Minor Creek Slide Section
Wilson River Highway
Tillamook County

Winchester Bay Slide
Oregon Coast Highway
Douglas County

The Federal Highway Administration was unable to approve the program change and authorize the acquisition of right of way on the Minor Creek Slide Section because we had already obtained the right to occupy and use all of the right of way through Permits of Entry. The FHWA went on to warn us that caution should be exercised when we are resorting to the use of Permits of Entry to insure that the intent of Section 301 of the Uniform Act is met. We need to make every reasonable effort to acquire real property by negotiations and then make payment to an owner before taking possession.

Ed Hunter in assigning this response to me stated that there must be room in the regulations to take care of the rush of emergency work.

This is true, there is room in the regulations to take care of the rush of emergency work, however, the project history of the Minor Creek Slide could hardly be considered an emergency.

The Minor Creek Slide project prospectus, was received in Salem in September, 1982 and the location survey was approved in October, 1982. P.E. was approved in January, 1983 and the need for right of way was not known until July, 1983.

When we requested authority for acquisition of right of way in July of 1983, it was not approved by the FHWA when they learned that we had already obtained use of the right of way by Permit of Entry. We will now have to buy the right of way with State funds.

After the Federal Highway Administration had turned this project down, another request from Right of Way just arrived dated August 8, 1983 for programming of acquisition of right of way for the Winchester Bay Slide, Oregon Coast Highway in Douglas County.

RECEIVED
TECHNICAL SERVICES
AUG 15 '83
REFER TO
FOR
File
Act
Sign
D/R
R/D
Inves
Info

The slide occured in the winter of 1981-82. Transportation Commission approved the project in May, 1982, and now we have a request for programming for right of way dated August 8 and a letting date of August 25. The job is already advertised.

The Federal Highway Administration has indicated that they will reject out of hand the request for programming right of way and accordingly we will program the acquisition of right of way with State funds.

The conclusion is that we must perform in a more timely fashion on these slides in order to allow time for the Federal Highway Administration to approve our right of way acquisition request.

By copies of the memorandum I am transmitting to Ed Hunter and Bruce Boyd the project history on 18 slides so that they can examine this data.

GAP:pf

cc: E. S. Hunter, w/attach
J. B. Boyd, w/attach

9724

5

VICTOR ATIYEH
GOVERNOR

Department of Transportation

HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to File No.:
PRO 6-2

Date: May 20, 1983

To: Executive Department
Federal-Aid Coordination Unit

From: Gary A. Potter, Manager
Program Section

Subject: Federal-Aid Funding Application

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for Federal-Aid funding of the following:

Item No.	Project No.	Section Name & PNRS No.
30097	RS-124(4)	Willamina Slide M.P. 1.1 PNRS #OR 830407-024-2

CL:bks
Enc.
cc: Dale E. Wilken, FHWA
General Files

Form 734-3122

5

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St. N.E.
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-452-7813

Attachment
cc: FHWA
State Highway Engr.
Location Unit
Right-of-Way Sec.
Road Design Sec.
Environmental Sec.
Bridge Sec.
Aeronautics Div.
Fed-Aid Group
Reg(2)Eng:
C.O. Fredrickson
Dis.(3)Eng.:
R.A. Kuehn

CONCLUSIONS

APPLICANT: Ore. Dept. of Transporation - Highway Division

PROJECT TITLE: Willamina Slide

DATE: May 4, 1983

The State has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified.

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of state government:

- ☐ may exist.
- ☐ have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.
- ☐ have been satisfactorily resolved. No significant issues remain.

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95.

Comments of appropriate local review agencies will be submitted to you separately and must also be included.

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number: OR 830407-024-2

This number should be used on all correspondence and particularly on SF-424 as required by OMB A-95.

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
MAY 6 '83
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Dolores Streeter
A-95 Coordinator

PNRS #3
Revised 4/83

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

APR 19 1983

RECEIVED
APR 11 1983
DIVISION OF STATE LANDS

PNRS STATE REVIEW

Project #: OR 830407-024-2 Return Date: [illegible] 1983

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has Adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

(✓) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By E.H.

PNRS #2 Phone Number 8-3259

STATE OF OREGON
LOCATION UNIT

INTEROFFICE MEMO

LOC 17

TO: W. E. Schwartz
Assistant State Highway Engineer

DATE: April 13, 1983

FROM: Frank E. Terpin
Location Engineer F.E.T.

SUBJECT: Projected Survey Authorization
Development Time
Nehalem Slide
Willamina Slide

NOTED
E. S. HUNTER

Per your request to George Wills, I am attaching bar charts representing the events and time as they have been occurring and a supposition of minimum times. The actual time is shaded and the minimum time has been left unshaded.

You will note that both projects show substantially longer development time than the minimum. The minimum time is rarely achieved.

GCW:FET:ja

Attachments

cc R. N. Bothman w/attachments
E. S. Hunter "

RECEIVED
TECHNICAL SERVICES
APR 14 '83
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Ans	File

81-125-1367

Contains Recycled Materials

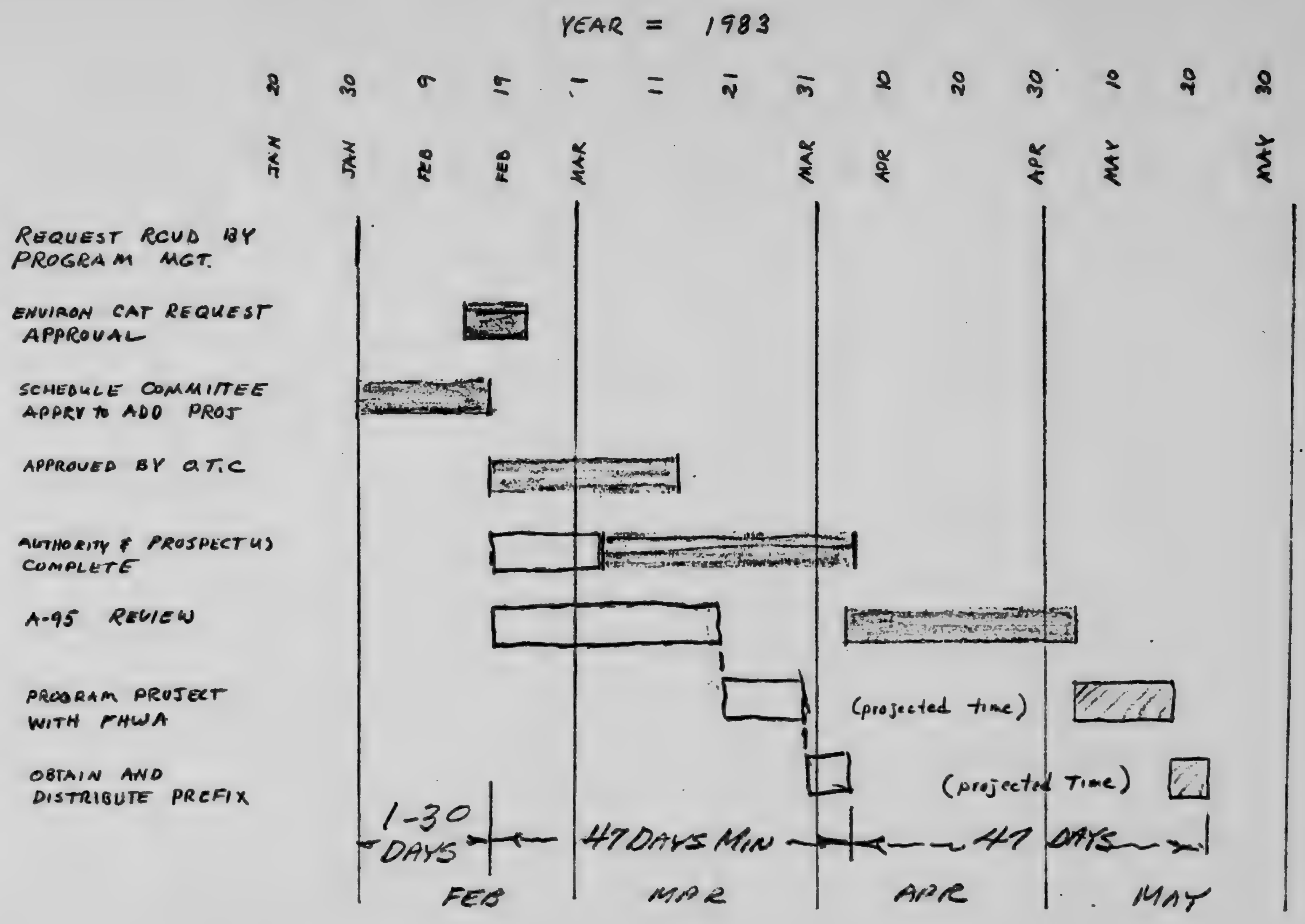
Form 734-3106

OREGON STATE HIGHWAY DIVISION

Job No. ....
Sheet ...... of ...... Sheets

Calculations for ....

Made by .... 19 .... Checked by .... 19 .... Let checked by ....



WILLAMINA SLIDE, M.P. 1.1
WILLAMINA - SHERIDAN HIGHWAY

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: PRO

Date: April 5, 1983

To: Executive Department
Federal-Aid Coordination Unit

**NOTED
H.S. COULTER**

From: D.E. Swan, P.E., P.L.S.
Program Control Engineer

Subject: Notice of Intent for Federal-Aid Funds
State Admin. Dist. No. 3
Section: Willamina Slide M.P. 1.1
Highway: FAS-124
County: Polk

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for Federal-Aid funds on this project to be remove material from bottom drain, place rock inlay to prevent further slides.

DJT:bks
Attachments

cc:
D.E. Wilken, FHWA
H.S. Coulter
F.E. Terpin
J.B. Boyd (2)
J.H. Versteeg (3)
Gary Potter
W.J. Hart
Reg. 2 Engr.: C.O. Fredrickson
Dis. 3 Engr.: R.A. Kuehn
Aeronautics Division
David Powers, Parks
D.J. Tindall

RECEIVED
STATE HWY ENGR
APR 7 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02 12] **APPLICANT** [45: Department of Transportation — 46] **DIVISION** [79: Highway

03 12] **APPLICANT ADDRESS** STREET [45: Transportation Building — 46] **CITY** [60: Salem — 76] **ZIP** [80: 97310

04 12] **CONTACT PERSON** [45: D. E. Swan — 46] **AREA CODE** [48: 503 — 49] **PHONE** [55: 378 — 56] **EXTENSION** [59: 6563

01 12] **PROJECT TITLE** [71: Willamina Slide M.P. 1.1

11 12] **PROJECT LOCATION—CITY**: FAS-124 — **PROJECT LOCATION—COUNTY**: Polk — **PROJECT LOCATION** [79 SEC: T: R:

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 Remove material from bottom drain, place rock inlay to prevent

06 12] further slides. [71

07 12] [71

08 12] [71

09 12] [71

10 12] [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
267,300		35,900			303,200

13 12] **TYPE OF OTHER FEDERAL FUNDS (See 12B)** [45 — 46] **TYPE OF OTHER NON-FEDERAL FUNDS (See 12E)** [79

14 12] **FEDERAL PROGRAM TITLE** [71: Title 23 usc highways

15 12] **FEDERAL AGENCY NAME** [45: U.S. DEaprtment of Transportation — 46] **FEDERAL SUB-AGENCY NAME** [79: FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 — INTER-STATE ☐ 13 — COUNTY ☐ 14 — CITY ☐ 15 — SCHOOL DISTRICT ☐ 16 — SPECIAL DISTRICT ☐ 17 — COMMUNITY ACTION ☐ 18 — SPONSORED ORGANIZATION ☐ 19 — OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 — CONT. GRANT ☐ 22 — SUPPL'T GRANT ☐ 23 — INCREASE DURATION ☐ 24 — DECREASE DURATION ☐ 25 — CANCELLATION ☐ 26 — INCREASE DOLLARS ☐ 27 — DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 — No ☐ 30 — Date: 4-4-83

(D) REVIEW REQUIRED by A-95 Yes ☒ 31 — No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☒ 33 — No ☐ 34

(F) HOUSING RELOCATION REQUIRED Yes ☐ 35 — No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: May — 43] DAY [44: 4 — 45] YEAR [46: 1983

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title)

V. Has funding agency been notified? No ☐ Yes ☒ Date: 4-4-83

VI. If project includes state funds (12C), identify agency

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number ______

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is Category 2 Project of Categorical exclusion according to the new environmental quality guidelines.

Oregon Department of Transportation

157N

PROJECT PROSPECTUS
PART 1 - PROJECT REQUEST

WIN0001

SEE INSTRUCTIONS ON REVERSE

SECTION Willamina Slide, M.P. 1.1		KEY ID #	REGION 2
STATE HIGHWAY # 157	HIGHWAY NAME Willamina - Sheridan	MILE POST FROM 1.04 TO 1.26	LENGTH 0.22 mi
☐ URBAN ☒ RURAL	CITY	COUNTY Polk	ROAD/STREET NAME
ROUTE # 18 Bus	FEDERAL AID # 124	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)		PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING	$ 36.4	GRADING (✓)	✓	FILES (#)	2
RIGHT OF WAY	$	PAVING (✓)		ACRES (#)	0.75
ROADWAY	$ 176.4	STRUCTURES (✓)		RELOCATIONS (#)	0
STRUCTURES	$	SIGNING (✓)	✓	WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$	SIGNALS (✓)		PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$	ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$ 11.6			RIGHT OF WAY DESCRIPTIONS (S,C,A)	S
	$	ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	S
40% ENGINEERING & CONTINGENCIES	$ 75.8	DESIGN CATEGORY (1-7)	7	CONSTRUCTION BY	
TOTAL CONSTRUCTION	$ 263.8	WORK TYPE (1-12)	6	☑ CONTRACT ☐ STATE FORCE	☐ OTHER
TOTAL ESTIMATE	$ 303.2			☐ CITY FORCE ☐ COUNTY FORCE	

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 3/83	RECOMMENDED FUNDING SOURCE FAS	RECOMMENDED PROGRAM YEAR

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	0	0
SIGNALS (#)	0	0
BIKE PATH (Y/N)	N	Bikes use Shldr
AVERAGE DAILY TRAFFIC	2,800	-
YEAR OF AVERAGE DAILY TRAFFIC	1981	-

DEFINE THE PROBLEM

Cut slope of recent Contract has become saturated. The material has slumped and run over the rock bench at the bottom onto the highway shoulder. The problem occurred too late to reasonably include the work in the contract. Cost of the improvement is too great to be done by state forces.

PROPOSED SOLUTION

Excavate the surplus material from the bottom, drain, place rock inlay to prevent further movement. Additional R/W or easement will be required.

REQUESTED, REGION ENGINEER X Phillip O.	DATE			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE 15 MAR 83	PROGRAM YEAR	FUNDING

734-1911 (7-82)

1 Versteeg ✓
Anderson
2 Adams
Macnab
3 Stoudt
Terpin
4 Trout
Wakerlig

RECEIVED
JUN 27 19[illegible]
ROAD DESIGN
SECTION

Do not file
Return to
Bring Up
Action

1 REFERRED TO
Watson W Mann
Cole Stoudenmeyer
Erikson King
Beard Bedford Lou
Return Discuss De File Due
By FINAL DESIGN ENGINE

PROJECT PROSPECTUS

PART 2 - PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

SECTION Willamina Slide, M.P. 1.1	KEY ID # REGION 2

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	S	SIGNS (PERMANENT)	N	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	S	CONDITIONAL USE	N	SENSITIVE LAND	S
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	S	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	S	STATE LANDS	N	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	S	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	S	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N	▨		SIGNALS	N	OLD (#)	NEW (#)
						UTILITIES	E	(LIST BELOW)	

RIGHT-OF-WAY			
ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
2			

COMPANIES
United Telephone Company
Portland General Electric Company
Grand Ronde Community Water Assoc
Northwest Natural Gas Company

RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)	

DESIGN SPEED 40	DESIGN STANDARDS AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
						No Change to Roadway										

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
N/A					

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	0			BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED
Location Engineer
Date [illegible]

734-1912 (7-82)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ENV 3

February 14, 1983

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97310

RE: Project Classification
Willamina Slide, M.P. 1.1
Willamina-Sheridan Highway
Polk County
RS-124(-)

Dear Mr. Wilken:

Attached is a project environmental classification for the subject project. It is our opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the 1978 Council on Environmental Quality guidelines. Your concurrence is requested.

Very truly yours,

Gary A. Potter

Gary A. Potter, Manager
Environmental Section

ENVIRONMENTAL SECTION
February 22, 1983

GAP:lb

Attachments (4)

for Richard R. [illegible] 2/17/83
Division Administrator Date

cc:
J. B. Boyd
J. H. Versteeg
Keats Oliver
L. E. George
D. E. Swan
W. J. Hart
C. T. Keasey
F. E. Terpin
Local Programs Unit
Phil Lewellyn
Surfacing Design
General Files
C. O. Frederickson
Mike Schultz
William Fretwell
Richard Kuehn

RECEIVED
FEB 16 1983
OREGON DIVISION

Form 734-3122

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Willamina Slide M.P. 1.1

REGION
2

ESTIMATED RIGHT-OF-WAY IMPACTS

Right of way will be required so that corrective measures can be taken to prevent further damage to the adjacent properties.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

Impact on existing land will be minor if corrective measures are timely. The land in question is planted in Christmas trees.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

None

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

None

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

It is important that timely measures be taken to prevent additional damages to the adjacent properties.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)
☒ CLASS 2 (CATEGORICAL EXCLUSION)
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

This project can be accomplished with only a minor amount of additional right-of-way and will not alter traffic capacity or cause land use changes.

OTHER DOCUMENTATION

Cultural Resource Investigation

PREPARED BY X Michael K. Shultz	TELEPHONE NUMBER 378-2626	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE

734-1913 (7-82)

PROJECT PROSPECTUS
PART 4 — JRVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

Polk County

SECTION	Willamina Slide, M.P. 1.1 Willamina - Sheridan Highway #157
KEY ID#	
REGION	2
AUTHORIZATION NO.	1
PREFIX	127-1987
DATE	

SURVEY AUTHORITY

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 10,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 500
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		1,000	935 SOILS		1,500
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		100
905 FINAL DESIGN		5,000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS		3,000	938 REGION ENVIRONMENT		100
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION		2,000	923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST		7,500	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		200	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		200	927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		300	932 RAILROAD & UTILITIES		200			

TOTALS	$ 32,100	$ 32,100
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER
RS-124(4)

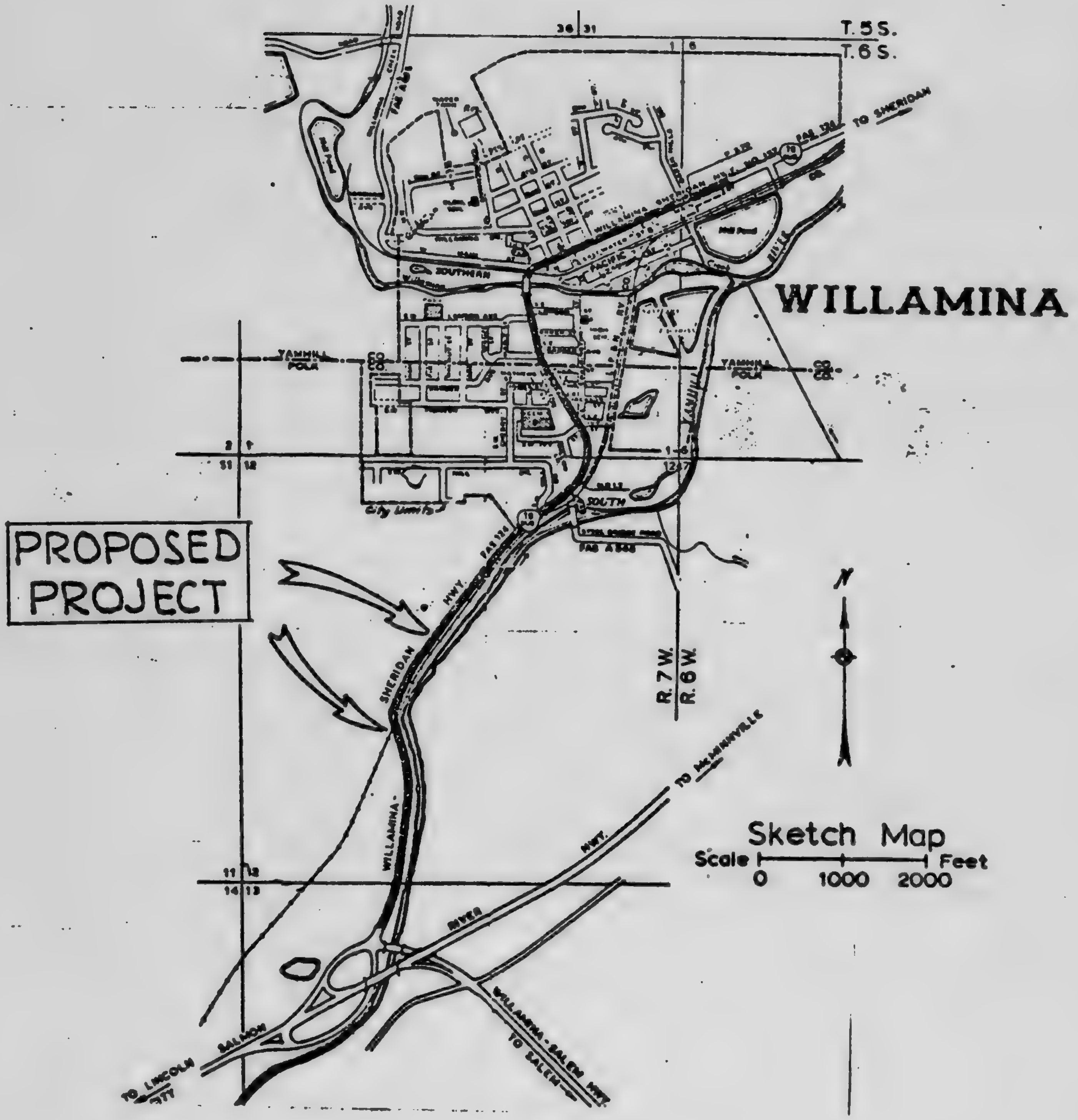
LOCATION ENGINEER'S REMARKS

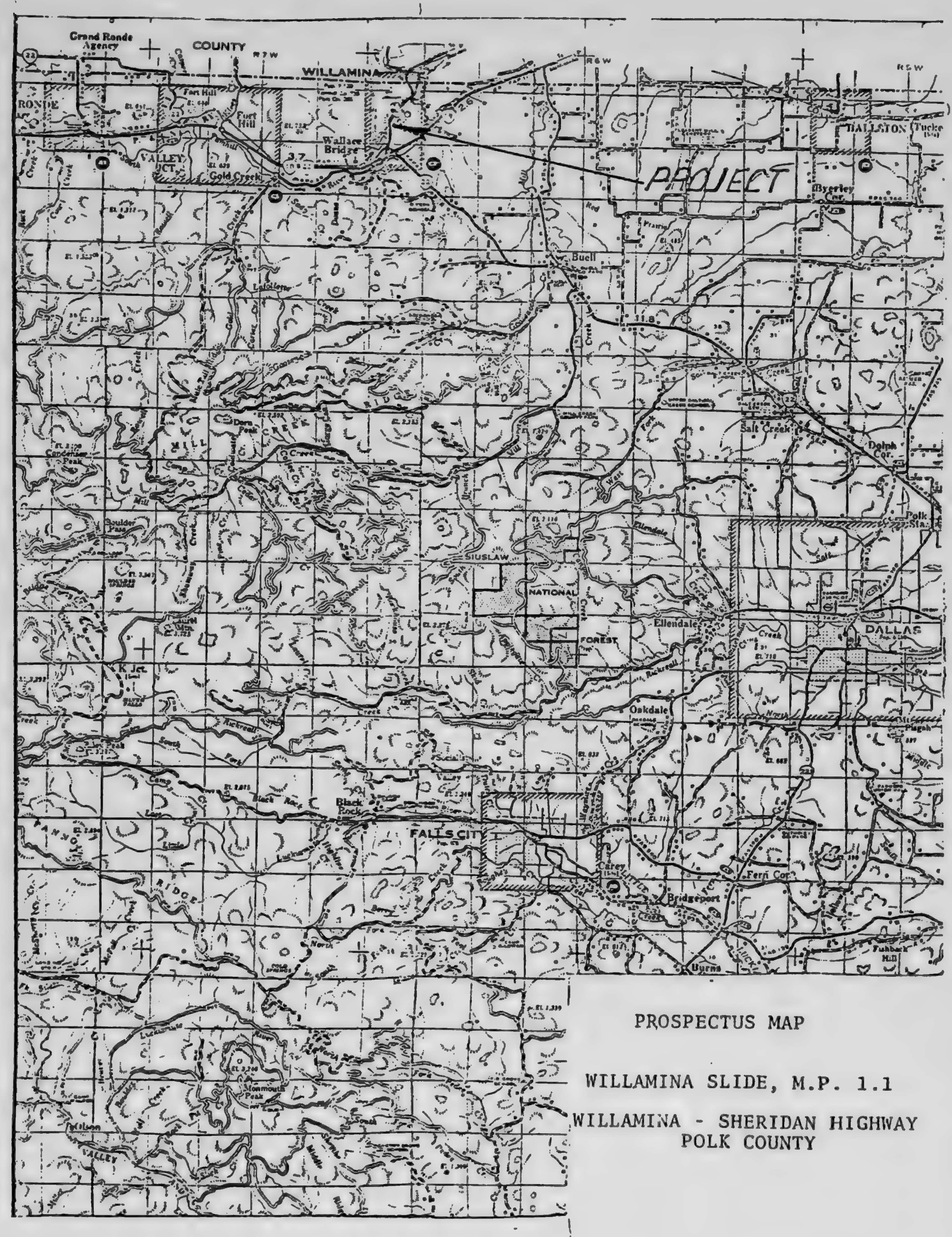
Prepare plans, specifications and cost estimate for slide correction project.

— Approved by [illegible] 3-15-83

PREPARED BY	DATE 1-31-83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 4/6/83
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 4-6-83
RECOMMENDED, LOCATION ENGINEER X	DATE 4/4/83	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 6-1-83	

734-1914 (7-82)


WILLAMINA
PROPOSED PROJECT
T. 5 S.
T. 6 S.
36 31
1 6
TO SHERIDAN
FAS 126
WILLAMINA SHERIDAN HWY. NO. 157
SOUTHERN
PACIFIC
YAMHILL CO.
POLK CO.
YAMHILL
RIVER
2 1
11 12
1 6
12 7
SOUTH
City Limits
18
FAS A 848
SHERIDAN HWY.
WILLAMINA-
R. 7 W.
R. 6 W.
N
11 12
14 13
TO McMINNVILLE
HWY.
RIVER
SALMON
TO LINCOLN CITY
WILLAMINA-SALEM HWY.
TO SALEM
Sketch Map
Scale
Feet
0
1000
2000


Grand Ronde Agency
COUNTY
WILLAMINA
RONDE
Fort Hill
Wallace Bridge
VALLEY JCT.
Gold Creek
PROJECT
BALLSTON
Byerley Cor.
Buell
Salt Creek
Dolph Cor.
Polk Sta.
Boulder Pass
SIUSLAW
NATIONAL
FOREST
Ellendale
DALLAS
K Jct.
Oakdale
Black Rock
FALLS CITY
Carey
Bridgeport
Fern Cor.
Burns
Monmouth Peak
RIDGE
VALLEY

PROSPECTUS MAP

WILLAMINA SLIDE, M.P. 1.1

WILLAMINA - SHERIDAN HIGHWAY
POLK COUNTY

9724

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: CON

DATE: March 4, 1983

TO: Oregon Transportation Commission

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Finance Approval
Region 2 Slide Projects

On the consent calendar for the March meeting will be a request to add two slide correction projects to our construction program.

The first project is on the Oregon Coast Highway in Tillamook County at Nehalem. This $1,236,000 project would be funded by Federal Aid Primary Funds, including $147,000 State match.

The second project is on the Willamina-Sheridan Highway in Polk County at Willamina. This $264,000 project would be funded by Federal Aid Secondary Funds, including $32,000 State match.

Both these slides should be repaired as soon as possible. Funding can be made available from the favorable bids on other projects and we anticipate we can be ready to award contracts by mid-summer.

I recommend your approval and request authority to sign the necessary agreement for and on your behalf.

bc Fred D. Miller
R. W. Gormsen
E. S. Hunter
D. E. Swan
W. E. Schwartz
C. T. Keasey
J. H. Versteeg
V. E. Skoog
Warren Richards
Carl Nelson
C. O. Fredrickson

DES:pf ia

734-3122

4721 3

HIGHWAY DIVISION PRO

H. S. Coulter
State Highway Engineer

March 3, 1983

Robert N. Bothman
Assistant State Highway Engineer

Project Requests
Region 2 Slides

Returned for your consideration are Project Requests for two slide correction projects in Region 2:

1. Nehalem Slide
   Oregon Coast Highway
   Tillamook County

2. Willamina Slide, M.P. 1.1
   Willamina-Sheridan Highway
   Polk County

Willamina slide involves a cut. There is a house above the slide area which is in danger. The coast slide as you know resulted in a emergency closure of the Coast Highway. Both of these slides need to be repaired as soon as possible.

We can program them for first quarter of Fiscal Year 1984 and funding is available as a result of favorable bids on other projects.

I have attached a draft letter to the Commission for your use if you concur.

DES:pf
Attachment

9724

5

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ENV 3

February 14, 1983

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97310

RE: Project Classification
Willamina Slide, M.P. 1.1
Willamina-Sheridan Highway
Polk County
RS-124(-)

Dear Mr. Wilken:

Attached is a project environmental classification for the subject project. It is our opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the 1978 Council on Environmental Quality guidelines. Your concurrence is requested.

Very truly yours,

Gary A. Potter

Gary A. Potter, Manager
Environmental Section

ENVIRONMENTAL SECTION
February 22, 1983

cc:
J. B. Boyd
J. H. Versteeg
Keats Oliver
L. E. George
D. E. Swan
W. J. Hart
C. T. Keasey
F. E. Terpin
Local Programs Unit
Phil Lewellyn
Surfacing Design
General Files
C. O. Frederickson
Mike Schultz
William Fretwell
Richard Kuehn

GAP:lb

Attachments (4)

for Richard R. [illegible] 2/17/83
Division Administrator Date

RECEIVED
FEB 16 1983
OREGON DIVISION

Form 734-3122

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

REGION 2

SECTION
Willamina Slide M.P. 1.1

ESTIMATED RIGHT-OF-WAY IMPACTS

Right of way will be required so that corrective measures can be taken to prevent further damage to the adjacent properties.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

Impact on existing land will be minor if corrective measures are timely. The land in question is planted in Christmas trees.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

None

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

None

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

It is important that timely measures be taken to prevent additional damages to the adjacent properties.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)
☒ CLASS 2 (CATEGORICAL EXCLUSION)
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

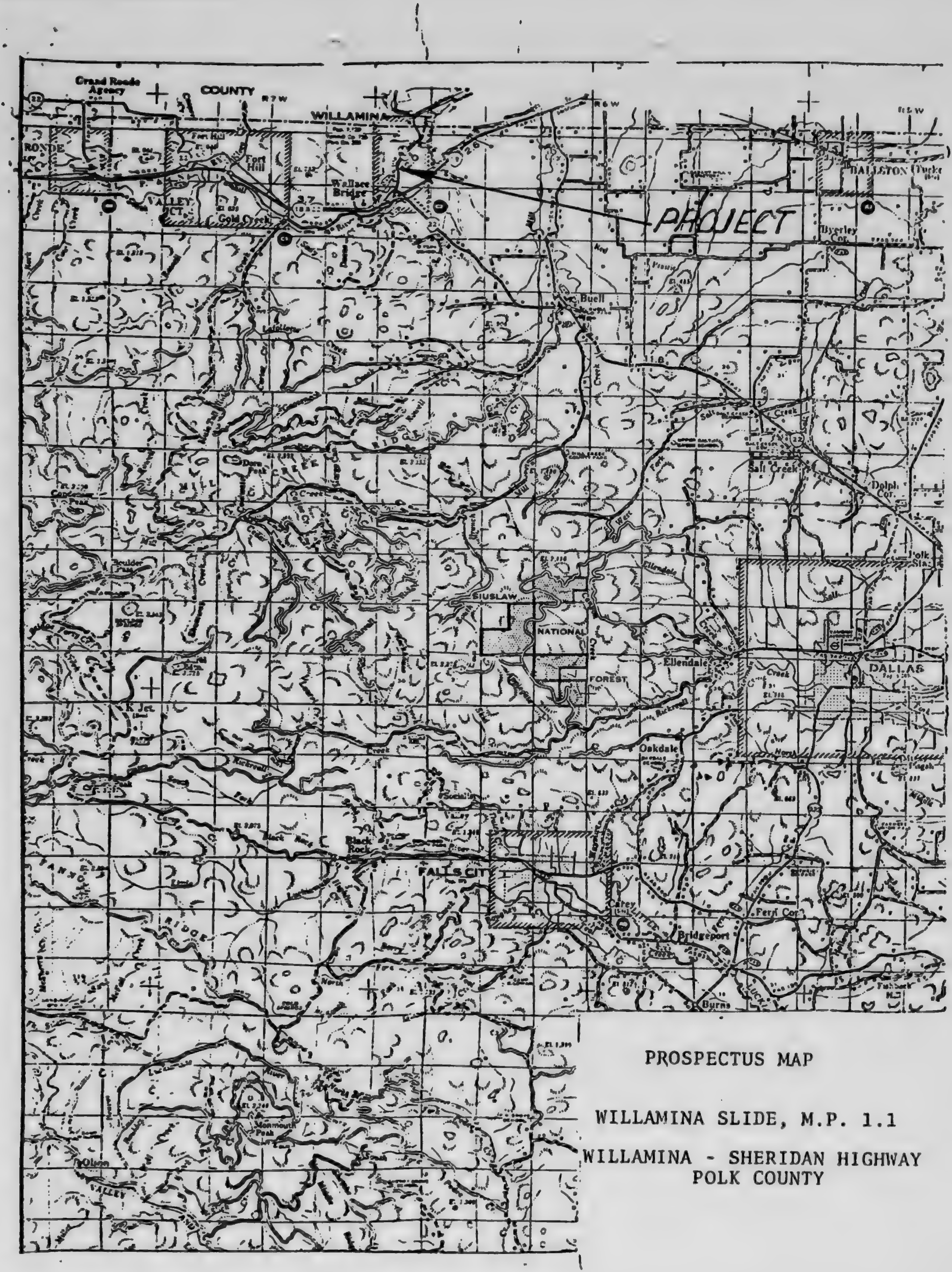
This project can be accomplished with only a minor amount of additional right-of-way and will not alter traffic capacity or cause land use changes.

OTHER DOCUMENTATION

Cultural Resource Investigation

PREPARED BY X Michael K. Shultz	TELEPHONE NUMBER 378-2626	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE

734-1913 (7-82)


Grand Ronde Agency
COUNTY
WILLAMINA
RONDE
Fort Hill
Wallace Bridge
VALLEY JCT.
Gold Creek
PROJECT
BALLSTON
Byerley Cor.
Buell
Salt Creek
Dolph Cor.
Polk Sta.
SIUSLAW
NATIONAL
FOREST
Ellendale
DALLAS
K Jct.
Oakdale
Black Rock
FALLS CITY
Carey
Bridgeport
Ferry Cor.
Burns
RIDGE
Monmouth Peak
VALLEY

PROSPECTUS MAP

WILLAMINA SLIDE, M.P. 1.1

WILLAMINA - SHERIDAN HIGHWAY
POLK COUNTY

1983 North Scholls Sec. of the 9725
Scholls Hwy.
(Grading & paving)

9725

N

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 8-41	U.S. Department of Transportation **Federal Highway Administration**	State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 8-7-86	County Washington
MODIFICATION NUMBER 4		Project Number HES-128(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 22, 1982, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 134,830	$ 131,330
Federal funds	$ 121,347	$ 118,197
Other revisions		

This modification is made for the following reasons: To release funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 7TH day of AUG, 19

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

Oregon State Highway Division
Salem, Oregon July 29, 1986

Federal-Aid Project No. HES-128(2)

North Scholls Section
Scholls Highway
Washington County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required		$ 22,510.00
		Total	$ 22,510.00

Type Code ROW
Right-of-way (Sta. 194+50 to Sta. 203+50)

Right-of-way	All Required		$ 4,150.00
		Subtotal	$ 4,150.00
		Acquisition Expense	11,350.00
		Total	$ 15,500.00

Type Code Y105
Roadway (Sta. 194+50 to Sta. 203+50)

Total as on estimate of January 13, 1984	$ 93,320.00
Length of Project	0.01 mi.

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 22,510.00	$ 20,259.00	$ 2,251.00
Right-of-way	15,500.00	13,950.00	1,550.00
Roadway	93,320.00	83,988.00	9,332.00
Total	$ 131,330.00	$ 118,197.00	$ 13,133.00

Group 1	100%
Contract No.	9725
Prefix:	134-1919
Prefix:	134-2541
	C09725

RLC:bkb

[illegible] STATE COPY Gen Files

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 1-116		County Washington
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 1-16-84	Project Number HES-128(2)
MODIFICATION NUMBER x 3		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 22, 1982, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$113,632.00	$ 134,830.00
Federal funds	$102,268.00	$ 121,347.00
Other revisions		

This modification is made for the following reasons: to include increase for construction costs, and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 16th day of January, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Henry A. Potter
Manager, Program Section
(Title)

XX For: H.S. Coulter, P.E.
State Highway Engineer
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon January 13, 1984

Federal-Aid Project No. HES-128(2)

North Scholls Section
Scholls Highway
Washington County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required		$ 22,510.00
		Total	$ 22,510.00

Type Code ROW
Right-of-Way (Sta. 194+50 to Sta. 203+50)

Right-of-Way	All Required		$ 16,500.00
		Subtotal	$ 16,500.00
		Acquisition Expense	2,500.00
		Total	$ 19,000.00

Type Code Y105
Roadway (Sta. 194+50 to Sta. 203+50)

Subtotal of previous estimate of September 30, 1983 $ 69,547.95

Previous Estimate

Class "C" Asph. Conc.	725	Ton	31.10	$ 22,547.50
Guard Rail, Type 2A	450	Lin. Ft.	11.55	5,197.50
				$ 27,745.00

Revised Estimate

Class "C" Asph. Conc.	830	Ton	31.10	$ 25,813.00
Guard Rail, Type 2A	700	Lin. Ft.	11.55	8,085.00
Drainage Curb (P.A. #2)	228	Lin. Ft.	3.00	684.00
Stone Embankment (P.A. #3)	515	Ton	9.25	4,763.75
				$ 39,345.75

Increase	$ 11,600.75
Subtotal	81,148.70
Engineering	12,171.30
Total	$ 93,320.00

Length of Project 0.01 mi.

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 22,510.00	$ 20,259.00	$ 2,251.00
Right-of-Way	19,000.00	17,100.00	1,900.00
Roadway	93,320.00	83,988.00	9,332.00
Total	$ 134,830.00	$ 121,347.00	$ 13,483.00

Group 1	100%
Contract No.	9725
Prefix:	134-1919
Prefix:	134-2541
Prefix:	134-1093

RHZ:bkb

9723

5

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State OREGON
MONTHLY TRANSACTION NUMBER 10-122	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County WASHINGTON
PROJECT REPORT NUMBER	10-18-83	Project Number HES-128(2)
MODIFICATION NUMBER 2		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 22 , 19 82 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 34,000.00	$113,632.00
Federal funds	$ 30,600.00	$102,263.00
Other revisions		

This modification is made for the following reasons: Adding construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 18th day of October , 1983 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Gary A. Potter

Manager, Program Section
(Title)

~~By~~ FOR: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-76)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON SEPTEMBER 30, 1983

FEDERAL AID PROJECT NO. HES-128(2)

NORTH SCHOLLS SECTION
SCHOLLS HIGHWAY IN WASHINGTON COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE PE
PRELIMINARY ENGINEERING

Preliminary Engineering		All Required		$ 15,000.00
			TOTAL	$ 15,000.00

TYPE CODE ROW
RIGHTS OF WAY (Sta. 194 + 50 to Sta. 203 + 50)

Rights of Way		All Required		$ 16,500.00
			SUBTOTAL	$ 16,500.00
			Acquisition Expense	2,500.00
			TOTAL	$ 19,000.00

TYPE CODE Y105
ROADWAY (Sta. 194 + 50 to Sta. 204 + 00)

Mobilization		All Required		$ 5,800.00
Temporary Protection and Direction of Traffic		All Required		3,500.00
Temporary Signs	162	Sq. Ft.	7.00	1,134.00
Temporary Barricades	10	Each	70.00	700.00
Temporary Plastic Safety Markers	11	Each	45.00	495.00
Flagmen	150	Hour	10.00	1,500.00
Clearing and Grubbing		All Required		2,000.00
Removal of Structures and Obstructions		All Required		500.00
General Excavation	1,029	Cu. Yd.	7.35	7,563.15
Finishing Roadbed and Slopes		All Required		2,800.00
1"-0 Aggregate Base	950	Ton	7.90	7,505.00
Class "C" Asphalt Concrete	725	Ton	31.10	22,547.50
12-inch Culvert Pipe	70	Lin. Ft.	19.10	1,337.00
18-inch Culvert Pipe	75	Lin. Ft.	10.00	750.00
Extra for Pipe under Pavement	28	Lin. Ft.	5.00	140.00
Guard Rail, Type 2A	450	Lin. Ft.	11.55	5,197.50
Guard Rail Anchors, Type 1	2	Each	325.00	650.00
Rail End Pieces, Type C	2	Each	75.00	150.00
Extra for Asphalt Approaches	8	Each	150.00	1,200.00
Delineators, Type 2	24	Each	22.00	528.00
Delineators, Type 4	8	Each	12.60	100.80
				$ 66,097.95

ANTICIPATED ITEMS

Permanent Pavement Striping	All Required	$ 1,650.00
Temporary Pavement Striping	All Required	1,000.00
Roadside Seeding and Mulching	All Required	800.00
		$ 3,450.00
	SUBTOTAL	$ 69,547.95
	Engineering	10,084.05
	TOTAL	$ 79,632.00

Length of Project --------------- 0.01 mi.

WORK RETAINED IN PROGRAM

Slide Correction	All Required	$ 5,000.00

SUMMARY OF FUNDS (90%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Preliminary Engineering	$ 15,000.00	$ 13,500.00	$ 1,500.00
Right of Way	19,000.00	17,100.00	1,900.00
Roadway	79,632.00	71,668.00	7,964.00
TOTAL	$113,632.00	$102,268.00	$11,364.00

Group 1: 100%
Contract No. 9725
Prefix: 134-1919
Prefix: 134-2541
Prefix: 134-1093

DAR:pf

STATE COPY 6

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 3-29

PROJECT REPORT NUMBER

MODIFICATION NUMBER 1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

3-2-83

State Oregon

County Washington

Project Number HES-128(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 22, 1982, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 15,000.00	$ 34,000.00
Federal funds	$ 13,500.00	$ 30,600.00
Other revisions		

This modification is made for the following reasons: To include approved funds for ROW acquisition.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 2nd day of March, 1983.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Program Control Engineer
(Title)

~~By~~ XX For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale B. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon March 21, 1983

Federal-Aid Project
No. HES-128(2)

North Scholls Section
Scholls Highway in Washington County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$ 15,000.00
	Total	$ 15,000.00

Type Code ROW
Rights of Way (Sta. 194+50 to Sta. 203+50)

Rights of Way	All Required	$ 16,500.00
	Subtotal	16,500.00
	Acquistion Expense	2,500.00
	Total	$ 19,000.00

Length of Project----------------- 0.17 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 15,000.00	$ 13,500.00	$ 1,500.00
Right of Way	19,000.00	17,100.00	1,900.00
Retain in Program			
Contract Work	90,000.00	81,000.00	9,000.00
Total	$124,000.00	$111,600.00	$12,400.00

Group 1: 100%
Prefix: 134-1919
Prefix: 134-2541

STATE COPY

OMB No. 04-R2089

B

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 11-117	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 11-22-82	State Oregon
		County Washington
		P HES-128(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

St. Rt. 210, 0.5 mi. N. of Jct. St. Rt. 219, N. 0.2 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	3-1-82	0.2
RIGHTS-OF-WAY		
CONSTRUCTION		

OTHER *(Specify)*

FUNDS PRO RATA 90.0%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 15,000.00	$ 13,500.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Assistant State Highway Engineer
(Title)

XXX By For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator NOV 22 1982

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Oregon State Highway Division
Salem, Oregon November 17, 1982

Federal-Aid Project
No. HES-128(2)

North Scholls Section
Scholls Highway in Washington County

PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$15,000.00
	TOTAL	$15,000.00

Length of Project ---------- 0.2 mi.

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds	State Funds
Preliminary Engineering	$ 15,000.00	$13,500.00	$ 1,500.00
Retain in Program			
Contract Work	90,000.00	81,000.00	9,000.00
TOTAL	$105,000.00	$94,500.00	$10,500.00

Group 1 100%
Prefix: 134-1919

jc

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Washington	DIVISION Oregon
DATE OF REPORT 5-31-85	REPORT MADE BY T. P. Lowe, Area Engineer		PROJECT NO. HES-128(2)
COMPLETION DATE (Actual) 11-30-83	ACCEPTANCE DATE BY CONRTACT AGENCY 4-11-84	TIME ELAPSED 100 %	CONTRACT TIME 45 days

LOCATION

North Scholls - Scholls Road

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

NORTH SCHOLLS
SCHOLLS ROAD
Grading and Paving

The project provided for realignment of the curve just south of North Scholls. The work involved grading, paving, drainage and guardrail construction.

The final cost of $90,000 is 10% over the original authorization. The overrun was fairly evenly distributed between the bid items, anticipated items, and engineering.

- TPL -

RECEIVED
STATE HWY ENGR
JUN 10 '85
REFER TO
Fredrickson
FOR
Info | Invest | R/D | D/R | Sign | Act | File

NOTED
W. E. SCHWARTZ

ag
6/11

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by T. P. LOWE		SIGNATURE Original Signed by G. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE 6	TITLE Field Operations Engineer	DATE JUN 8 1985

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED.

4725

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U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-128(2)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20046

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10/19/84

8. FEDERAL ROUTE NUMBER Secondary 128

9. STATE ROUTE NUMBER Secondary 143

10. GENERAL LOCATION:

North Scholls Section

11. GENERAL DESCRIPTION OF WORK

Extend drainage curb and reshape ditch

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 10/19/84 as requested in Mr. Fredrickson's letter of 11/28/84 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 2 is approved for a TEC of $5,000; Federal Funds $4,500.

RECEIVED
STATE HWY ENGR
DEC 13 '84
REFER TO Potter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Orig. to
12/13

14. DATE 12/11/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9725

April 18, 1984

Insurance Company of North America
PO Box 7985
San Francisco, CA 94120

CON 5
#9725

Gentlemen or Ladies:

Contract No. 9725 awarded to Baker Rock Crushing Company for work on the North Scholls Section of the Scholls Highway in Washington County was completed on December 27, 1983, and accepted by the State Highway Division on April 11, 1984.

Final payment in the amount of $2,061.52 will be released to the contractor after April 24, 1984. The total contract amount is $75,157.79 and no work was performed under force account.

No claims for labor or material have been filed with us against the bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm

cc: Baker Rock Crushing Company
21880 SW Farmington Road
Beaverton, OR 97007

Emery & Karrigan, Inc.
One SW Columbia, Suite 520
Portland, OR 97258

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog (Attn: Frank Griffin)
E. L. Hardt

9725

DATE: March 1, 1984

TO: Oregon Transportation Commission CON

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
North Scholls Section
Scholls Highway, Washington County
Contract No. 9725

This federal-aid hazard elimination project has been completed and it is now apparent that the final cost will exceed the project authorization by $8,700 or 10.7 percent.

The project consisted of roadbed widening, base, paving and installation of guardrail. Heavy rainfall, both during and after the grading operations, resulted in extensive erosion and threatened integrity of portions of the project. Slope protection in the form of stone embankment and drainage curbs added approximately $5,450 to the cost of the project.

After construction of the project began, local residents appealed for preservation of several trees which were scheduled for removal. Extension of the guardrail installation allowed compliance with the request, and added approximately $2,850 to the cost of the project.

Construction engineering on the project exceeded the amount set up by 87 percent. This was in part due to extra work required in investigation of the drainage problems and in response to the citizens' concerns.

There are sufficient funds available in the category of work and all the increase, except $1,792, is eligible for federal participation.

I recommend that the authorization be increased by $8,700 to a new total of $90,049.91. This matter will be on the consent calendar for the March 20 meeting.

HHP:mk sl

bc Fred D. Miller
R. W. Gormsen
C. O. Fredrickson
V. E. Skoog
E. L. Hardt
George Bell

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction 378-6318 FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: February 27, 1984

FROM: O. B. Jackmond
O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

O. K. – WES

SUBJECT: Request for Increase in Project Authorization
North Scholls Section
Scholls Highway, Washington County
Contract No. 9725

This federal aid hazard elimination project has been completed and it is now apparent that the final cost will exceed the project authorization by $8,700.00 or 10.7 percent.

The project consisted of roadbed widening, base, paving and installation of guardrail. Heavy rainfall, both during and after the grading operations, resulted in extensive erosion and threatened integrity of portions of the project. Slope protection in the form of stone embankment and drainage curbs added approximately $5,450 to the cost of the project.

After construction of the project began, local residents appealed for preservation of several trees which were scheduled for removal. Extension of the guardrail installation allowed compliance with the request, and added approximately $2,850 to the cost of the project.

Construction engineering on the project exceeded the amount set up by 87 percent. This was in part due to extra work required in investigation of the drainage problems and in response to the citizens' concerns.

There are sufficient funds available in the category of work and all the increase, except $1,792.00, is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $8,700.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: E. L. Hardt
H. R. Harris
B. M. Walton
W. F. Cobine

9725

nig

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-128(2)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 20046

1-16-84

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 1-16-84

8. FEDERAL ROUTE NUMBER Secondary 128

9. STATE ROUTE NUMBER Secondary 143

10. GENERAL LOCATION:
NORTH SCHOLLS SECTION

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Program Change -- see below

13. REMARKS

As requested in Mr. Potter's December 20, 1983 letter, I approve the revised Preliminary Engineering Costs, TEC of $22,510; FF $20,259.

(Increase TEC $7,510; FF $6,759)

RECEIVED
STATE HWY ENGR
JAN 24 '84
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig. to 1/24

14. DATE 1-16-84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

7 / .

*** FINAL REPORT ***

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: NORTH SCHOLLS

WEEK ENDING: DECEMBER 30, 1983

SECTION PREFIX: 134-1093

HIGHWAY: SCHOLLS

COUNTY: WASHINGTON

NAME OF JOB: NORTH SCHOLLS

KIND OF WORK: GRADING & PAVING

CONTRACTOR: BAKER ROCK CRUSHING CO.

CONTRACT NUMBER: 9725

FEDERAL AID PROJECT NUMBER: HES-128(2)

DATE OF CONTRACT: OCTOBER 4, 1983

DATE WORK STARTED: OCTOBER 31, 1983

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 45

CALENDAR DAYS USED: 45

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 100

PROJECT AUTHORIZATION: $ 81,349.91

EXCLUSIVE OF ENGINEERING: $ 74,245.11

ENGINEERING AUTHORIZATION: $ 7,104.80

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 76,746.27

ENGINEERING COST TO DATE: $ 12,000.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: OVERRUN ~~UNDERRUN~~ 3.4 %

PERCENT OF AUTHORIZATION: 169 %

DATE PROJECT WAS COMPLETED: NOVEMBER 30, 1983

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	N/A		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	.18	.18			.18
MILES PARTIALLY COMPLETED	.18	.18			.18
MILES COMPLETED	.18	.18			.18
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,029 C.Y.	950 TON			725 TON
TOTAL QUANTITIES CORRECTED TO DATE	748 C.Y.	915 TON			829 TON
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	748 C.Y.	915 TON			829 TON
AVERAGE DAILY QUANTITIES (THIS WEEK)	0 C.Y.	0 TON			0 TON
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0 C.Y.	0 TON			0 TON
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT	0	0			0

EQUIPMENT USED DURING THE WEEK:

NONE.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

DECEMBER	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 25	FREEZING RAIN	0		PROJECT WAS COMPLETED ON NOVEMBER 30, 1983
MONDAY 26	CLOUDY, COLD	0		
TUESDAY 27	CLEAR, COLD	0		
WEDNESDAY 28	FREEZING RAIN	0		
THURSDAY 29	FREEZING RAIN	0		
FRIDAY 30	COLD, ICY	0		
SATURDAY 24	SNOW FLURRIES	0		

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RECEIVED
JAN 3 1984
CONSTRUCTION
SECTION

CE
CAE
FCE
OCS
SCS
BEO
CA
TC
PE
CP

DECEMBER	GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK
SUNDAY 25	NO ACTIVITY DECEMBER 24, 1983 THROUGH DECEMBER 30, 1983.
MONDAY 26	
TUESDAY 27	
WEDNESDAY 28	
THURSDAY 29	
FRIDAY 30	
SATURDAY 24	

REMARKS

STATUS TO DATE: PROJECT COMPLETED NOVEMBER 30, 1983.
SEMI-FINAL ESTIMATE HAS BEEN SUBMITTED.
THIRD NOTIFICATION HAS BEEN SUBMITTED.
THIS WILL BE THE FINAL WEEKLY REPORT FOR THIS PROJECT.

SIGNED ______ LOCATION BEAVERTON
HOWARD R. HARRIS, PROJECT MANAGER

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

7-25

143 N

PROJECT. PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

SECTION: North Scholls (curve improvement)	KEY ID#:
	REGION: 2

SURVEY AUTHORITY

AUTHORIZATION NO.	PREFIX	DATE
3	134-1919	12-13-83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 13,030	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 425
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		180	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		3,810	920 PROGRAM MANAGEMENT		180	937 HYDRAULICS		670
906 BRIDGE DESIGN			921 SPECIFICA-TIONS		1,030	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		70	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION		2,100	923 ENVIRONMENTAL SECTION		140	950 TRAINING		150
910 REGION GEOLOGIST		225	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		100	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		200	927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		100	932 RAILROAD & UTILITIES		100			

TOTALS	$	$ 22,510
PREVIOUS AUTHORIZATION		$ 15,000
ADD. AUTH. REQUIRED		$ 7,510

RIGHT-OF-WAY PREFIX:

FEDERAL AID PROJECT NUMBER: HES -128(2)

LOCATION ENGINEER'S REMARKS:

1 Versteeg ✓
Anderson
Cy Adams
Cy Macnab
3 Edwards E
Terpin
3 Trout
Cy Wekerlig

RECEIVED
FEB 3 1984
ROAD DESIGN SECTION

Do Not File ☐
Return to
Bring Up / /
Action

Bring-up

PREPARED BY: D. Berg	DATE: 1-25-84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS: X	DATE: 2/1/84
RECOMMENDED, REGION ENGINEER: X	DATE:	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES: X	DATE: 1-27
RECOMMENDED, LOCATION ENGINEER: X Frank E. Prapin	DATE: 1/27/84	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE: 3-1-82 11-2-82 1-16-84	

734-1914 (7-82)

1125 5

nig

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-128(2)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon
8-31-83

4. PROGRAM NO.
5. ITEM NO. 20046

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8-31-83
8. FEDERAL ROUTE NUMBER Secondary 128
9. STATE ROUTE NUMBER Secondary 143

10. GENERAL LOCATION:
NORTH SCHOLLS SECTION

11. GENERAL DESCRIPTION OF WORK
Grade and Pave

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
* ☒ OTHER *(Specify)*

* Anticipated items as shown in your "PS&E" Estimate dated 8-25-83.

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate as being cost-effective.

Mr. Potter's August 29, 1983 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $81,590; Federal Funds $73,431.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
SEP 9 '83
REFER TO
Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

14. DATE 8-31-83
15. SIGNATURE OF APPROVING OFFICIAL G. K.
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Sections & Summary
2A	Stage Construction
2B	Pipe Data
3	Plan

Drg. Nos.
5-1, 5-5, 5-6, 5-8, 2126C, 2201 } Temporary Protection And Direction Of Traffic
2050 - Multi-Layer Pvmt Const.
2191B - Coupling Bands
2112, 2121 - Sloped Ends
2126, 2126A, 2126B, 2126D } Guard Rail
2077B - Approaches
2129 - Delineators

STATE OF OREGON *Overall Length Of Project - 0.19 Miles*

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY DIVISION

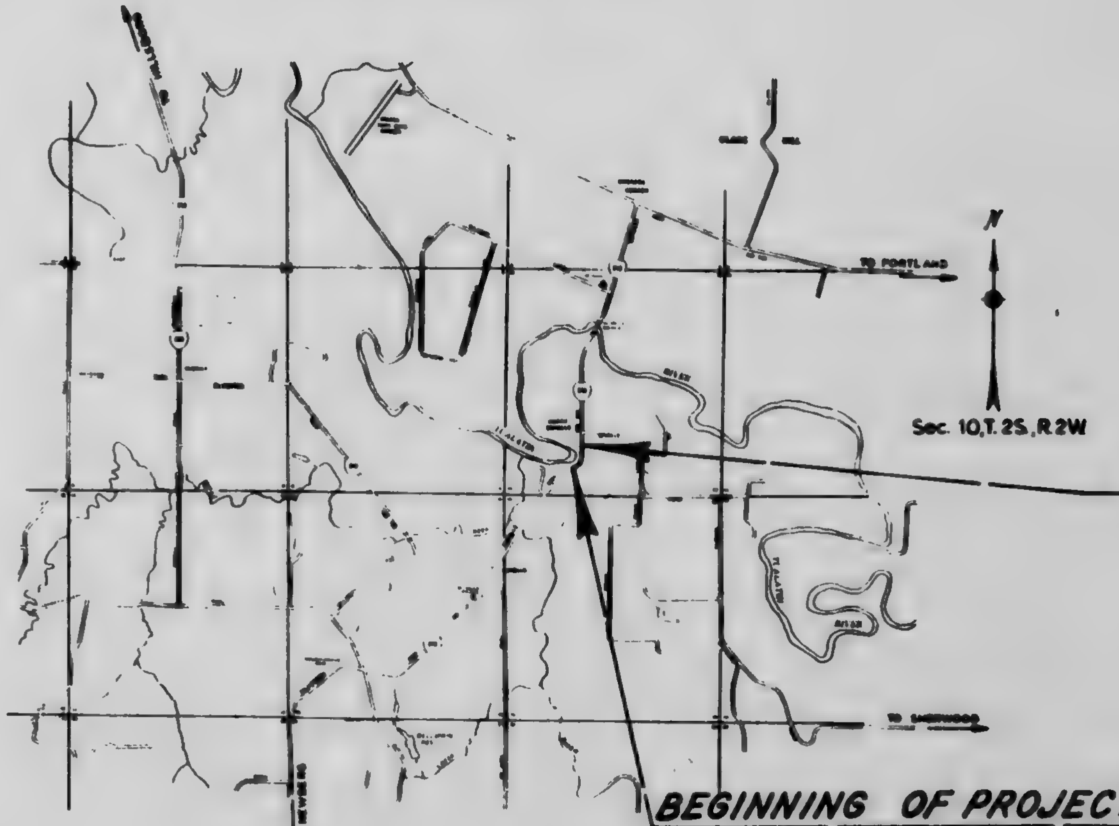
PLANS FOR PROPOSED PROJECT

GRADING & PAVING

NORTH SCHOLLS SECTION

SCHOLLS HIGHWAY
WASHINGTON COUNTY
SEPTEMBER, 1983

NORTH SCHOLLS S		
SCHOLLS HIGHW		
WASHINGTON COUNT		
FED. ROAD DIV. NO.	STATE	PROJECT NUMBER
10	OREGON	HES-128



END OF PROJECT HES
Sta. 204+00 (M.P.

BEGINNING OF PROJECT HES-128(2)
Sta. 194+50 (M.P. 0.5)

Sketch Map
Scale 0 2000 4000 Feet

H. S. Coulter STATE HIGH

E. S. Hunter ASSISTANT S

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Peter J. Brix	VICE CHAIRMAN
Robert F. Dwyer	COMMISSIONER
N.B. Giustina	COMMISSIONER
Samuel T. Naito	COMMISSIONER
Fred D. Miller	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF T
FEDERAL HIGHWAY
APPROVED
FIELD OPERATIONS ENG

INDEX OF SHEETS
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s.
5-6,5-12, } Temporary Protection
2201 } And Direction Of Traffic
- Multi-Layer Pvmt Const.
- Coupling Bands
21 - Sloped Ends
126A, } Guard Rail
2126D }
- Approaches
- Delineators

STATE OF OREGON *Overall Length Of Project - 0.19 Miles*

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY DIVISION

PLANS FOR PROPOSED PROJECT

GRADING & PAVING

NORTH SCHOLLS SECTION

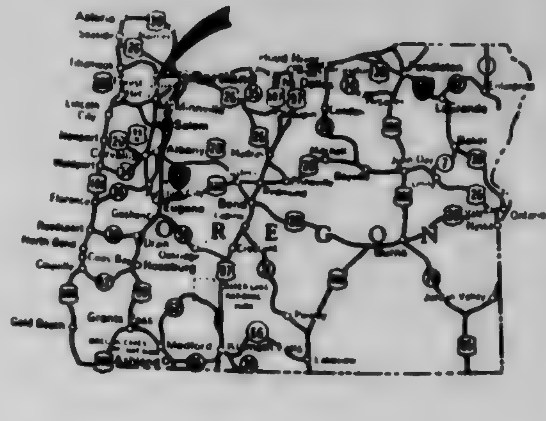
SCHOLLS HIGHWAY

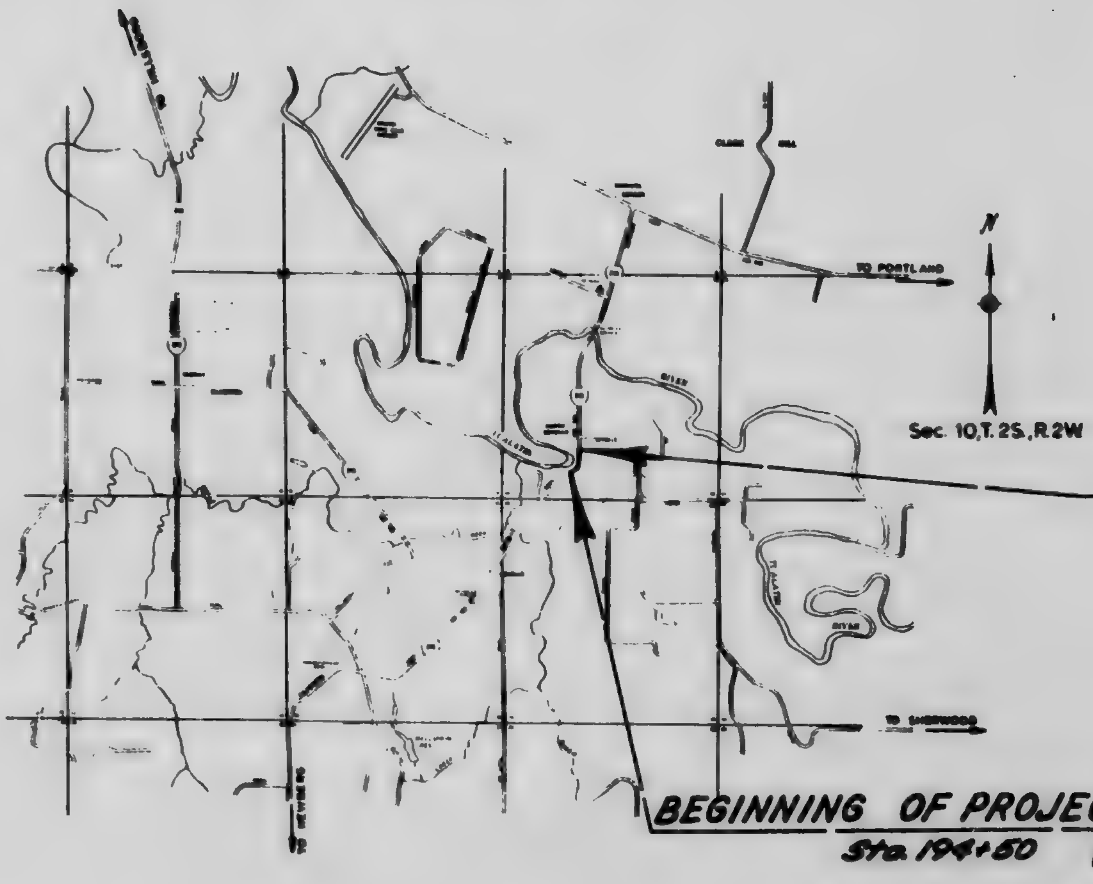
WASHINGTON COUNTY

SEPTEMBER, 1983

17V-114

NORTH SCHOLLS SECTION SCHOLLS HIGHWAY WASHINGTON COUNTY				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	HES-128(2)		See Ind.





END OF PROJECT HES-128(2)
Sta. 204+00 (M.P. 0.7)

BEGINNING OF PROJECT HES-128(2)
Sta. 194+50 (M.P. 0.5)

Sketch Map
Scale 0 2000 4000 Feet

H. S. COULTER
E. S. HUNTER

H. S. Coulter STATE HIGHWAY ENGINEER

E. S. Hunter ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Peter J. Brix	VICE CHAIRMAN
Robert F. Dwyer	COMMISSIONER
N.B.Giustina	COMMISSIONER
Samuel T. Naito	COMMISSIONER
Fred D. Miller	DIRECTOR OF TRANSPORTATION

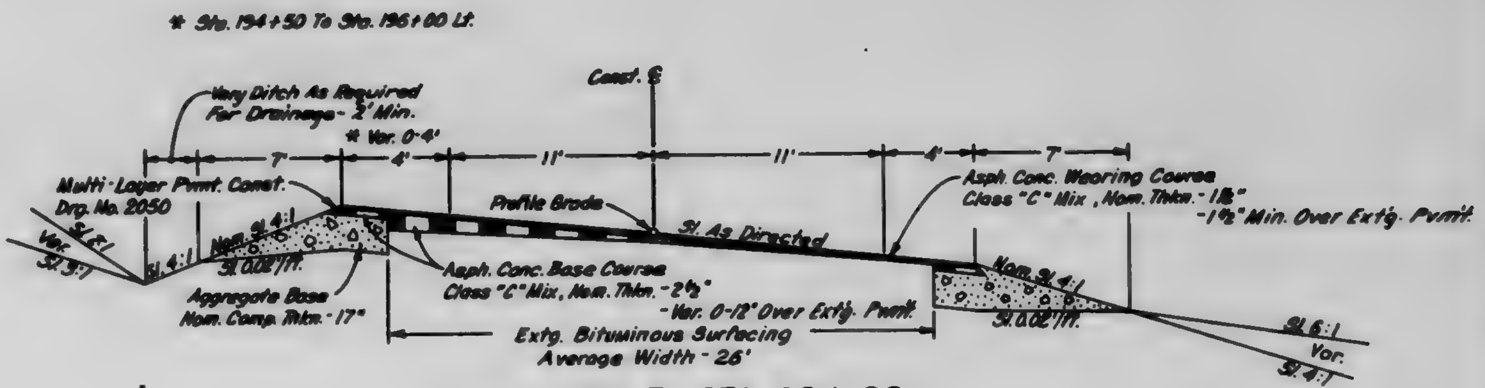
DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPROVED: G. K. Hansen 8/31/83
FIELD OPERATIONS ENGINEER DATE

NORTH SCHOLLS SECTION SCHOLLS HIGHWAY WASHINGTON COUNTY				SHEET No. 2
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	HES-128(2)		See Index

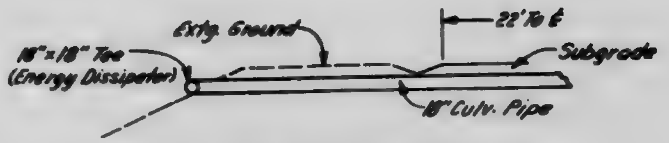
S U M M A R Y

ITEM	UNIT	QUANTITY		
Mobilization	All	All		
Temporary Protection And Direction Of Traffic	All	All		
Temporary Signs	Sq. Ft.	162		
Temporary Barricades	Each	10		
Temporary Plastic Safety Markers	Each	11		
Flagmen	Hour	150		
ROADWORK				
Clearing And Grubbing	All	All		
Removal Of Structures And Obstructions	All	All		
General Excavation	Cu. Yd.	1,029		
Finishing Roadbed And Slopes	All	All		
1"-0 Aggregate Base	Ton	950		
Class "C" Asphalt Concrete	Ton	725		
12-Inch Culvert Pipe	Lin. Ft.	70		
18-Inch Culvert Pipe	Lin. Ft.	75		
Extra For Pipe Under Pavement	Lin. Ft.	28		
Guard Rail, Type 2A	Lin. Ft.	450		
Guard Rail Anchors, Type 1	Each	2		
Rail End Pieces, Type C	Each	2		
Extra For Asphalt Approaches	Each	8		
Delineators Type 2	Each	24		
Delineators Type 4	Each	8		

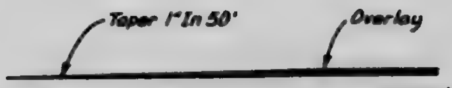
T Y P I C A L   S E C T I O N S


* Sta. 194+50 To Sta. 196+00 Lt.
Const. ℄
Vary Ditch As Required For Drainage - 2' Min.
* Var. 0-4'
7'
4'
11'
11'
4'
7'
Multi-Layer Pvmt. Const. Drg. No. 2050
Profile Grade
Sl. As Directed
Asph. Conc. Wearing Course Class "C" Mix, Nom. Thkn. - 1½"
-1½" Min. Over Extg. Pvmt.
Sl. 2:1
Var.
Sl. 3:1
Sl. 4:1
Nom. Sl. 4:1
Sl. 0.02'/ft.
Aggregate Base Nom. Comp. Thkn. - 17"
Asph. Conc. Base Course Class "C" Mix, Nom. Thkn. - 2½"
-Var. 0-12" Over Extg. Pvmt.
Extg. Bituminous Surfacing Average Width - 26'
Nom. Sl. 4:1
Sl. 0.02'/ft.
Sl. 6:1
Var.
Sl. 4:1

STA. 194+50 To STA. 204+00

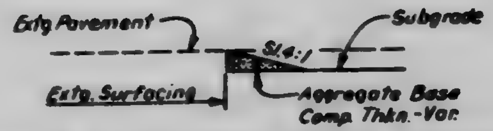

22' To ℄
Extg. Ground
18"x18" Tee (Energy Dissipater)
Subgrade
18" Culv. Pipe

OUTLET PIPE
STA. 196+00, Lt.


Taper 1" In 50'
Overlay

(For Details Not Shown, See Drg. No. 2050)

METHOD OF FEATHERING AT PROJECT ENDS


Extg. Pavement
Subgrade
Sl. 4:1
Extg. Surfacing
Aggregate Base Comp. Thkn. - Var.

ABRUPT PAVEMENT EDGE DETAIL
(Locate Adjacent To Traffic, See Specifications)

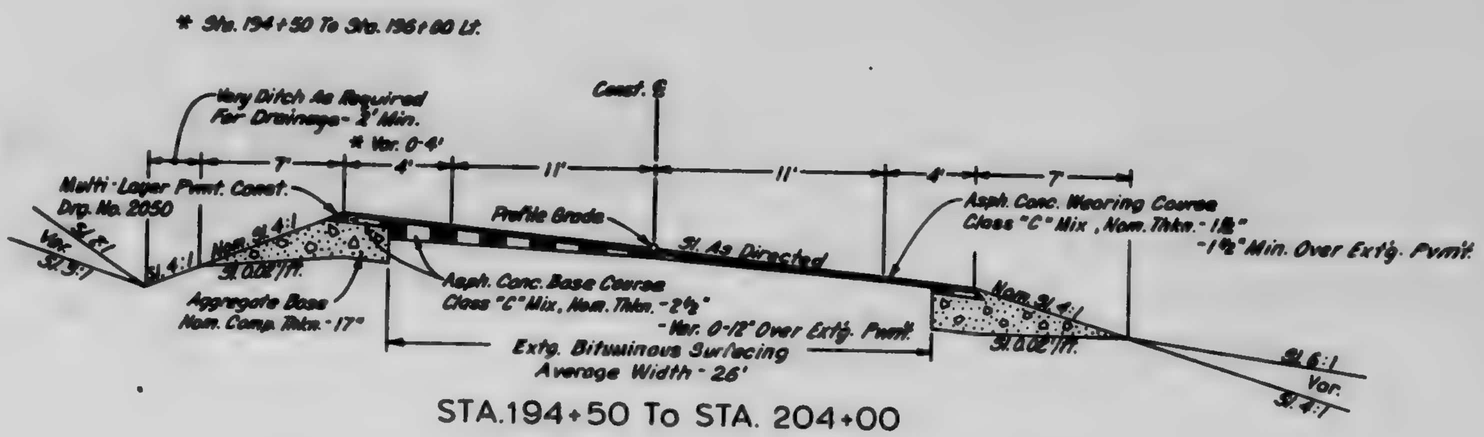
UMMARY

ITEM	UNIT	QUANTITY		
	All	All		
tion And Direction Of Traffic	All	All		
	Sq. Ft.	162		
cades	Each	10		
c Safety Markers	Each	11		
	Hour	150		
ROADWORK				
rubbing	All	All		
tures And Obstructions	All	All		
ion	Cu. Yd.	1,029		
d And Slopes	All	All		
Base	Ton	950		
Concrete	Ton	725		
Pipe	Lin. Ft.	70		
ipe	Lin. Ft.	75		
der Pavement	Lin. Ft.	28		
2A	Lin. Ft.	450		
Type 1	Each	2		
ype C	Each	2		
Approaches	Each	8		
2	Each	24		
4	Each	8		

TYPICAL SECTIONS

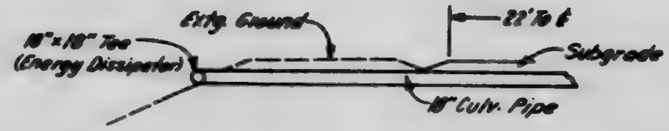
17V-114

NORTH SCHOLLS SECTION SCHOLLS HIGHWAY WASHINGTON COUNTY				SHEET No. 2
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	HES-128(2)		See Index



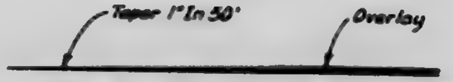
* Sta. 194+50 To Sta. 196+00 Lt.
Const. ℄
Vary Ditch As Required For Drainage - 2' Min.
* Var. 0-4'
7'
4'
11'
11'
4'
7'
Multi-Layer Pvmt. Const. Drg. No. 2050
Sl. 2:1
Var.
Sl. 3:1
Sl. 4:1
Nom. Sl. 4:1
Sl. 0.02'/ft.
Aggregate Base Nom. Comp. Thkn. - 17"
Profile Grade
Sl. As Directed
Asph. Conc. Base Course Class "C" Mix, Nom. Thkn. - 2½"
- Var. 0-12" Over Extg. Pvmt.
Asph. Conc. Wearing Course Class "C" Mix, Nom. Thkn. - 1½"
- 1½" Min. Over Extg. Pvmt.
Extg. Bituminous Surfacing Average Width - 26'
Nom. Sl. 4:1
Sl. 0.02'/ft.
Sl. 6:1
Var.
Sl. 4:1

STA. 194+50 To STA. 204+00



Extg. Ground
22' To ℄
Subgrade
18"x18" Toe (Energy Dissipater)
18" Culv. Pipe

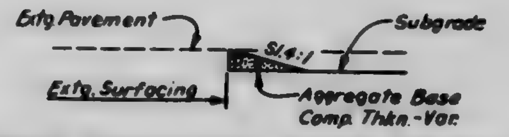
OUTLET PIPE
STA. 196+00, Lt.



Taper 1" In 50'
Overlay

(For Details Not Shown, See Drg. No. 2050)

METHOD OF FEATHERING AT PROJECT ENDS



Extg. Pavement
Subgrade
Sl. 4:1
Extg. Surfacing
Aggregate Base Comp. Thkn. - Var.

ABRUPT PAVEMENT EDGE DETAIL
(Locate Adjacent To Traffic, See Specifications)

7725 Sec. HB N

STATE OF OREGON

INTEROFFICE MEMO

TO: C. O. FREDRICKSON
Region Engineer

DATE: May 2, 1983

FROM: Curt H Duval
CURT DUVAL
Region Location Manager

File: 134-1919

SUBJECT: North Scholls Section
FAS 627
Washington County

Attached is a letter from Charles V. Liles, Administrator, Division of Soil and Water Conservation, withdrawing their objections to the subject project.

As noted in his letter, the stump and root system of the large tree to be removed should remain to help stabilize the slope.

RECEIVED
MAY 04 198
ROAD DESIGN SECTION

Versteeg
Anderson
1 Adams
2 Lacnab
Stoudenmeyer
Terpin
Trout
Wakerlig

Do
Return
Bring Up
Action

pa

Attachment

cc Frank Terpin
Don Adams
Don Trout

REFERRED TO
1 Watson 2 Mann
Cole Stoudenmeyer
Eriksen King
Beard Dorn Leu
Return Discuss Do File Due
By FINAL DESIGN ENGINEER

81-125-1387

VICTOR ATIYEH
GOVERNOR

Department of Agriculture

AGRICULTURE BUILDING, 635 CAPITOL STREET N.E., SALEM, OREGON 97310

April 20, 1983

Curt Duval
Oregon Department of Transportation
Metro Region Office
9002 SE McLoughlin Blvd.
Milwaukie, Oregon 97222

We are writing in response to your telephone call relating to project number OR 830112-008-2, highway re-alignment on Scholl's Highway.

I have discussed this issue with the Washington County SWCD. It is their opinion that the removal of the large tree (particularly the stump), which is proposed for the project, would have a detrimental effect on the soil stability in the curve. While we still believe that it would be prudent to install riprap in order to protect this section of the river bank, since the property is not on state right-of-way, we will withdraw our objection to the re-alignment.

We are still concerned that there is a likelihood of bank failure and suggest that your office might discuss this situation with representatives of the U.S. Corps of Engineers. It is possible that they may be able to provide some bank protection to this area as part of their channel improvement work which they plan to initiate on the Lower Tualatin River.

If we can be of further assistance in this problem, please let us know.

Sincerely,

Charles V. Liles

Charles V. Liles, Administrator
Division of Soil & Water Conservation

CVL:rgr

cc: Lyell Gardner, Chairman
Washington County SWCD

RECEIVED
APR 22 1983
LOC. [illegible]

7725

Sec. 143

N

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16

TO: C.O. Fredrickson
Construction Engineer

DATE: April 8, 1983

FROM: Donald L. Trout
Final Project Coordinator

Don

SUBJECT: North Scholls Section
FAS 627
Washington County

During the State Clearinghouse process on the above project, the Washington County Soil & Water Conservation District Chairman wrote the attached letter.

Please have someone review this concern and keep Mr. Don Adams, Final Design Unit informed of any possible design changes that might be necessary.

Attachment

cc: Don Adams, w/attachment
Frank Terpin, w/attachment
Gary Potter, w/attachment

DLT:kg

REFERRED TO
..........Watson ....✓..Mann ..NEM
..........Cole ....Stoudenmeyer ......
......Eriksen ....King ....
Beard ....Dorn..........Leu..........
Return Discuss Do File Due ......
By FINAL DESIGN ENGINEER

Curt Duval Tells me the problem has been resolved. The County is withdrawing its objection. Curt will be sending through a letter to this effect.
NEM
5-2-83

Call [illegible] - [illegible]
Region 1 Trying to resolve

cc McClure, Region 1
5-3-83 NEM

81-125-1387

DON TROUT

WASHINGTON COUNTY

Soil and Water Conservation District

257 WEST MAIN STREET
HILLSBORO, OREGON 97123

March 18, 1983

RECEIVED
MAR 22 1983
DIVISION OF STATE LANDS

Mr. Earle Johnson
Head of Environmental Permits
Division of State Lands
1445 State Street
Salem, Oregon 97310

Dear Mr. Johnson:

Subject: Permit Review - Department of Transportation, North Scholls Section (Project No. OR 830112-008-2)

It is the decision of the Washington County SWCD Board of Directors not to approve the project as presented in the application. We feel that the proposed project will have additional adverse effects on the stability of the adjacent unstable Tualatin River streambank. We estimate critical soil instability is present for 350 feet along the contemplated road project and as close as 25 feet from the present road center line. The Tualatin River makes a 180 degree curve in this area and in high water periods cuts the bank with tremendous force which has resulted in the unstable condition. Realignment of the roadbed will encroach on the unstable streambank thereby adding to the erosion hazard.

We view the corrective measures necessary as a two-step project as outlined below:

1. Streambank Stabilization Project - Construction of a revetment, bank shaping, and rock riprap protection may well be the main features of such a project.

2. Highway Safety Project - Realignment of roadbed, shoulder widening and guardrail installation as proposed under the permit application could then be undertaken.

......Versteeg ....
......Anderson..............
......Adams ....
......Liacnab ....
......Stoudenmeyer..........
......Terpin..............
......Trout..............
......Wakerlig ....

RECEIVED
APR 6 1983
ROAD DESIGN
SECTION

Du [illegible] File
Re[illegible]
Br[illegible] Up
Action

In any case, it appears to be poor planning to spend public money on the highway safety project without first solving the streambank stabilization problem. It is likely that the highway safety project alone may actually have a negative influence on the safety of this highway section. However, we concur that the sight distance through these curves can be improved by the removal of one large Douglas-fir, which cuts into driver vision. We suggest that this tree be sawn off at ground level leaving the root system intact without disturbing the bank. Also, limbing several other trees along the bank will increase sight distance. These measures are approved and will particularly benefit highway safety for the short term until streambank stability is in effect. Then and only then should the highway realignment, road shoulder and guardrail be installed.

The streambank stabilization project could possibly be applied through a cooperative effort among agencies such as the Army Corps of Engineers, county and State Department of Transportation.

We appreciate the opportunity to comment on this permit application and are available for any questions you may have.

Sincerely,

Lyell Gardner

LYELL GARDNER, Chairman
WASHINGTON COUNTY SWCD

cc: Stan Hamilton, Division of State Lands
Charles Liles, Division of Soil and Water

81

JAN 18 1983

VICTOR ATIYEH
GOVERNOR

Department of Agriculture
DIVISION OF SOIL & WATER CONSERVATION
AGRICULTURE BUILDING, 635 CAPITOL STREET N.E., SALEM, OREGON 97310

January 17, 1983

TO: Ralph Duyck, Chairman, Washington Co. SWCD

FROM: Charles V. Liles, Administrator

SUBJECT PROGRAM REVIEW

File Title: DEPT. OF TRANSPORTATION

Return Date February 2, 1983

Project No. OR 830112-008-2

We have been asked to review the above proposal for its relationship to existing or proposed plans or programs of Soil and Water Conservation Districts. Please make your comments as follows:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

(✓) We are interested, but require more information to evaluate this proposal. (Please be specific)

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement.

Explanations and/or Comments

Bank edge (center of project area circle as on photo attached) is presently soil slippage center due to pressure of direct impact of stream at this point. Pounding tires of heavy trucks in silty loam soil common to this area will aggravate this slippage unless carefully engineered counter measures are part of project. (Retaining walls, rip-rap etc

We estimate critical soil instability is present for 350' along contemplated road project. Live trees are now holding (protecting) the area. Their removal without compensating corrective measures being taken certainly will aggravate soil movement

SWCD Wash. Cty. S. & W. Cons. Dist. By Dean H. Schroeder - director

S

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-123(2)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Washington
3. FROM
Dale E. Wilken, Division Administrator
Oregon Division - Salem, Oregon
4. PROGRAM NO.
5. ITEM NO. 20046
6. TO

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2-28-83
8. FEDERAL ROUTE NUMBER Secondary 128
9. STATE ROUTE NUMBER Secondary 143

10. GENERAL LOCATION:

North Scholls Section

11. GENERAL DESCRIPTION OF WORK

Program Change and Right-of-Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change

13. REMARKS

As requested by Mr. Swan's letter of 2-18-83, I approve the program change adding to the character of proposed work right-of-way.

Also, as requested, you are now authorized to proceed with all phases of right-of-way acquisition for files 53014, and 53026 through 53029 as shown on R/W map 1R-4-793 at a TEC of $19,000, Federal funds $17,100.

Federal participation is limited to that right-of-way actually incorporated in the final location of the subject project.

RECEIVED
STATE HWY ENGR
MAR 2 '83
REFER TO Swan
FOR
Info | Sign | Act | File

orig
3/2

14. DATE 2-28-83
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner
16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

5.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

Date: February 18, 1983 PRO 6-2

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D.E. Swan, P.E.
Acting Program Section Manager

Subject: Program Change
Project No. HES-129(2)
North Scholls Section
Washington County

I request your approval of a program change on the subject project to include in the character of proposed work "Right-of-Way Acquisition" at an estimated total cost of $19,000 with Federal funds of $17,100 This change will require a revision in financing to read as follows:

	TEC	FF
P.E.	$ 15,000.00	$ 13,500.00
R/W	19,000.00	17,100.00
Const.	90,000.00	81,000.00
Total	$ 124,000.00	$ 111,600.00

I further request authorization to proceed with the actual acquisition of the right-of-way as outlined in red on the enclosed copy of map No. IR-4-793. No relocation assistance is involved.

CL:bks
Enc.
cc: J. Boyd
D. Aman
R. Bladorn
General Files

5

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St. N.E.
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-452-7813

Attachment
cc: Dale E. Wilken
H.S. Coulter ✓
F.E. Terpin
J.B. Boyd
J.H. Versteeg
Gary Potter
W.J. Hart
Aeronautics Division
D.J. Tindall
Reg.(2)Engr.: Fredrickson
Dis.(3)Engr.: R. Kuehn

NOTED
H.S. COULTER

CONCLUSIONS

APPLICANT: Oregon DOT, Highway Division

PROJECT TITLE: North Scholls Section

DATE: February 15, 1983

The State has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified.

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of state government:

- ☐ may exist.
- ☐ have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.
- ☐ have been satisfactorily resolved. No significant issues remain.

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95.

Comments of appropriate local review agencies will be submitted to you separately and must also be included.

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number: OR 830112-008-2

This number should be used on all correspondence and particularly on SF-424 as required by OMB A-95.

Kay L Wilcox
A-95 Coordinator

PNRS #3
Revised 8/82

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

INTERGOVERNMENTAL RELATIONS DIVISION
JAN 19 1983

PNRS STATE REVIEW

Project #: OR 830112-008-2

Return Date: FEB 4 1983

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

RECEIVED
JAN 17 1983
DIVISION OF STATE LANDS

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

(✓) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands

By

PNRS #2

Phone Number 8-3059

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

JAN 26 1983

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

PNRS STATE REVIEW

Project #OR 830112-008-2

Return Date: [illegible]

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

Washington - Dept. of Transportation

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

☐ It has no adverse effect.

☐ We have no comment.

☐ Effects, although measurable, would be acceptable.

☐ It has Adverse effects. (Explain in Remarks Section)

☒ We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

☐ Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

Bank edge (center of project area circle as on photo attached) is presently soil slippage center due to pressure of direct impact of stream at this point. Pounding tires of heavy trucks in silty loam, soil common to this area, will aggravate this slippage unless carefully engineered counter measures are part of project, (retaining walls, riprap, etc).

The Washington County SWCD estimates critical soil instability is present for 350' along contemplated road project. Live trees are now holding (protecting) the area. Their removal without compensating corrective measures being taken, certainly will aggravate soil movement.

Please coordinate the implementation of this proposal with the Washington County SWCD.
WASHINGTON COUNTY SWCD Phone: 648-3014.
257 W. Main
Hillsboro, OR 97213

Agency Soil + Water

By Charles V. [illegible] Mgr

PNRS #2

Phone Number 8-3810

9'1 5

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
PRO

To: Dale E. Wilken
H.S. Coulter ✓
F.E. Terpin
J.B. Boyd
J.H. Versteeg
Gary Potter
W.J. Hart
Aeronautics Division
D.J. Tindall
C.O. Fredrickson
R.A. Kuehn

DATE: February 2, 1983

NOTED
H.S.COULTER

From: D.E. Swan
Acting Program Section Manager

Subject: North Scholls Section
PNRS OR 830112-008-2

As indicated on the attachment, the Washington County SWCD has some concerns involving the subject project. Please insure that the design process is coordinated with them in order to alleviate their concerns.

DJT:bks
Attachment
cc: Executive Department
(Federal-Aid Coordination Unit)
Charles V. Liles

RECEIVED
STATE HWY ENGR
FEB 4 '83
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Contains Recycled Material

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

JAN 26 1983

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

PNRS STATE REVIEW

Project #OR 830112-008-2

Return Date: [illegible]

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

Washington - Dept. of Transportation

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☐ It has no adverse effect.

☐ We have no comment.

☐ Effects, although measurable, would be acceptable.

☐ It has adverse effects. (Explain in Remarks Section)

☒ We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

☐ Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

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Please coordinate the implementation of this proposal with the Washington County SWCD.
WASHINGTON COUNTY SWCD Phone: 648-3014.
257 W. Main
Hillsboro, OR 97213

Agency Soil + Water

By

PNRS #2

Phone Number 8-3810

9/20

5

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
H.S.COULTER

In Reply Refer to
File No.:
PRO

Date: January 5, 1983

To: Executive Department
Federal-Aid Coordination Unit

Mid-Willamette Valley Council
of Governments
ATTN: Clearinghouse Coordinator
400 Senator Bldg.
220 High St. N.E.
Salem, OR 97301

From: D.E. Swan, P.E.
Program Control Engineer

Subject: Notice of Intent for Federal-Aid Funds
State Admin. Dist. No. 3
Section: North Scholls Section
Highway: FAS-627
County: Washington

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for Federal-Aid funds on this project to be February 8, 1983.

BLG:bks
Attachments

cc: D.E. Wilken, FHWA
H.S. Coulter ✓
F.E. Terpin
J.B. Boyd (2)
J.H. Versteeg (3)
Gary Potter
W.J. Hart
Reg. 2 Engr.: C.O. Fredrickson
Dis. 3 Engr.: R.A. Kuehn
Aeronautics Division
David Powers, Parks
D.J. Tindall

RECEIVED
STATE HWY ENGR
JAN 11 '83
REFER TO
FOR

Info	Instr	R/D	D/R	Sign	Act	File

Form 734-3122 (2)

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #		Page One

02	12] APPLICANT [45 Department of Transportation	46] DIVISION [79 Highway		
03	12] APPLICANT ADDRESS STREET [45 Transportation Building	46] CITY [60 Salem	76] ZIP [80 97310	
04	12] CONTACT PERSON [45 D.E. Swan	46] AREA CODE [48 503	49] PHONE [55 378	56] EXTENSION [59 6565
01	12] PROJECT TITLE [71 North Scholls Section			
11	12] PROJECT LOCATION—CITY FAS-627	PROJECT LOCATION—COUNTY Washington	PROJECT LOCATION [79 SEC: T: R:	

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 This project involves preliminary engineering, acquisition of right-of-way,

06 12] grading, paving, and incidental work required to widen and improve the [71

07 12] sight distance on the project. [71

08 12] [71

09 12] [71

10 12] [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
13,500		1,500			15,000

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 | 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL PROGRAM TITLE [71
Title 23 USC Highways

15 12] FEDERAL AGENCY NAME [45
U. S. Department of Transportation
46] FEDERAL SUB-AGENCY NAME [79
FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 | INTER-STATE ☐ 13 | COUNTY ☐ 14 | CITY ☐ 15 | SCHOOL DISTRICT ☐ 16 | SPECIAL DISTRICT ☐ 17 | COMMUNITY ACTION ☐ 18 | SPONSORED ORGANIZATION ☐ 19 | OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 | CONT. GRANT ☐ 22 | SUPPL'T GRANT ☐ 23 | INCREASE DURATION ☐ 24 | DECREASE DURATION ☐ 25 | CANCELLATION ☐ 26 | INCREASE DOLLARS ☐ 27 | DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?
Yes ☒ 29 No ☐ 30 Date: January 5, 1983

(D) REVIEW REQUIRED by A-95
Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT
Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED
Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42 Feb. 43] DAY [44 8 45] YEAR [46 1983

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: Jan. 5, 1983

VI. If project includes state funds (12C), identify agency Highway

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Class 2 Project of Categorical Exclusion according to the new environmental quality guidelines.

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: NORTH SCHOLLS SECTION

REGION: 2

ESTIMATED RIGHT-OF-WAY IMPACTS

The project will require taking .38 acres of R/W. Some fir trees will be taken to reduce the fixed object hazards but the impacts will be minor.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

None.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

This section of highway is a narrow two-way facility with little or no shoulders. The proposed work lies within reversing curves signed with standard 30 inch turn symbol signs and 30 mph speed rider. The inside of the sharper northerly curve is heavily timbered, which restricts sight distance and forms fixed object hazards.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

None. The Tualatin River will not be encroached upon by this project nor are any floodplain impacts anticipated.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None. No parks or known cultural resources are present.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

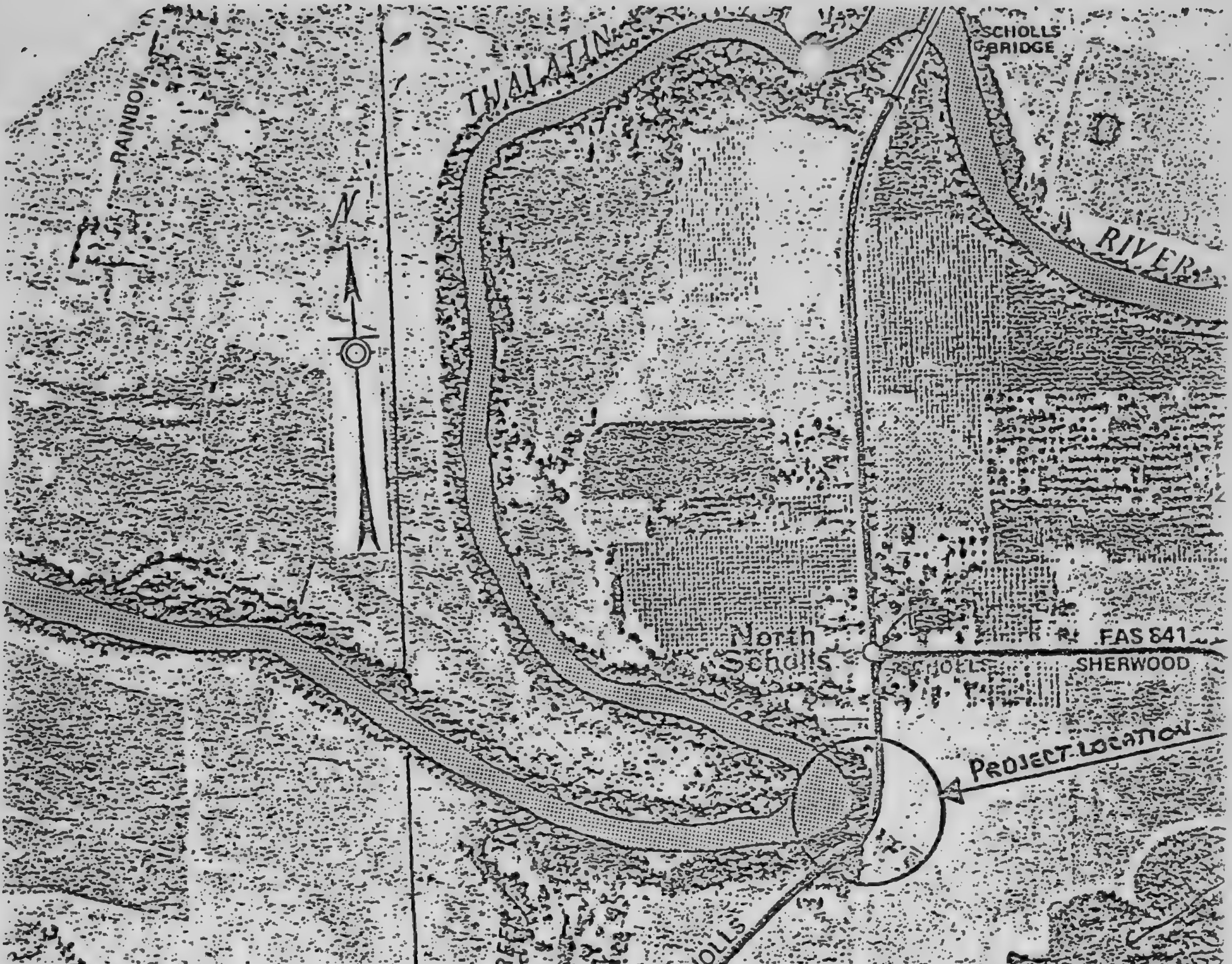
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

Cultural Resources Survey.

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X Michael K. Schultz	378-2626	

734-1913 (7-82)


THALATIN
RIVER
SCHOLLS BRIDGE
RAINBOW
N
North Scholls
FAS 641
SCHOLLS
SHERWOOD
PROJECT LOCATION
CREEK
SCHOLLS
9
10
16
15
FAS 627
McFEE
RD
BD
210
HIGHWAY
219
Scholls
HWY
WASHINGTON COUNTY
OREGON

9725

5

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.
ENV 3

December 23, 1982

copy - TRA 16
2 wash
SP

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

RE: Project Classification
North Scholls Section
Scholls Highway
Washington County
HES- 128 (2)

Dear Mr. Wilken:

Attached is a project environmental classification for the subject project. It is our opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the 1978 Council on Environmental Quality guidelines. Your concurrence is requested.

Very truly yours,

Campbell M. Gilmore /for

Gary A. Potter, Manager
Environmental Section

ENVIRONMENTAL SECTION
January 4, 1983

cc: J. B. Boyd (3)
J. H. Versteeg (4)
B. L. Gifford (2)
L. E. George (2)
D. H. Moehring
W. J. Hart
C. T. Keasey
F. E. Terpin
Local Programs Uni
Phil Lewellyn
Surfacing Design
General Files
C. O. Fredrickson
Mike Schultz
William Fretwell
Richard Kuehn

GAP:lb

Attachments (3)

for Richard R. [illegible] 1/3/83
Date

RECEIVED
DEC 29 1982

Form 734-3122

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: NORTH SCHOLLS SECTION

REGION: 2

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RECOMMENDED PROJECT CLASSIFICATION

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☒ CLASS 2 (CATEGORICAL EXCLUSION)

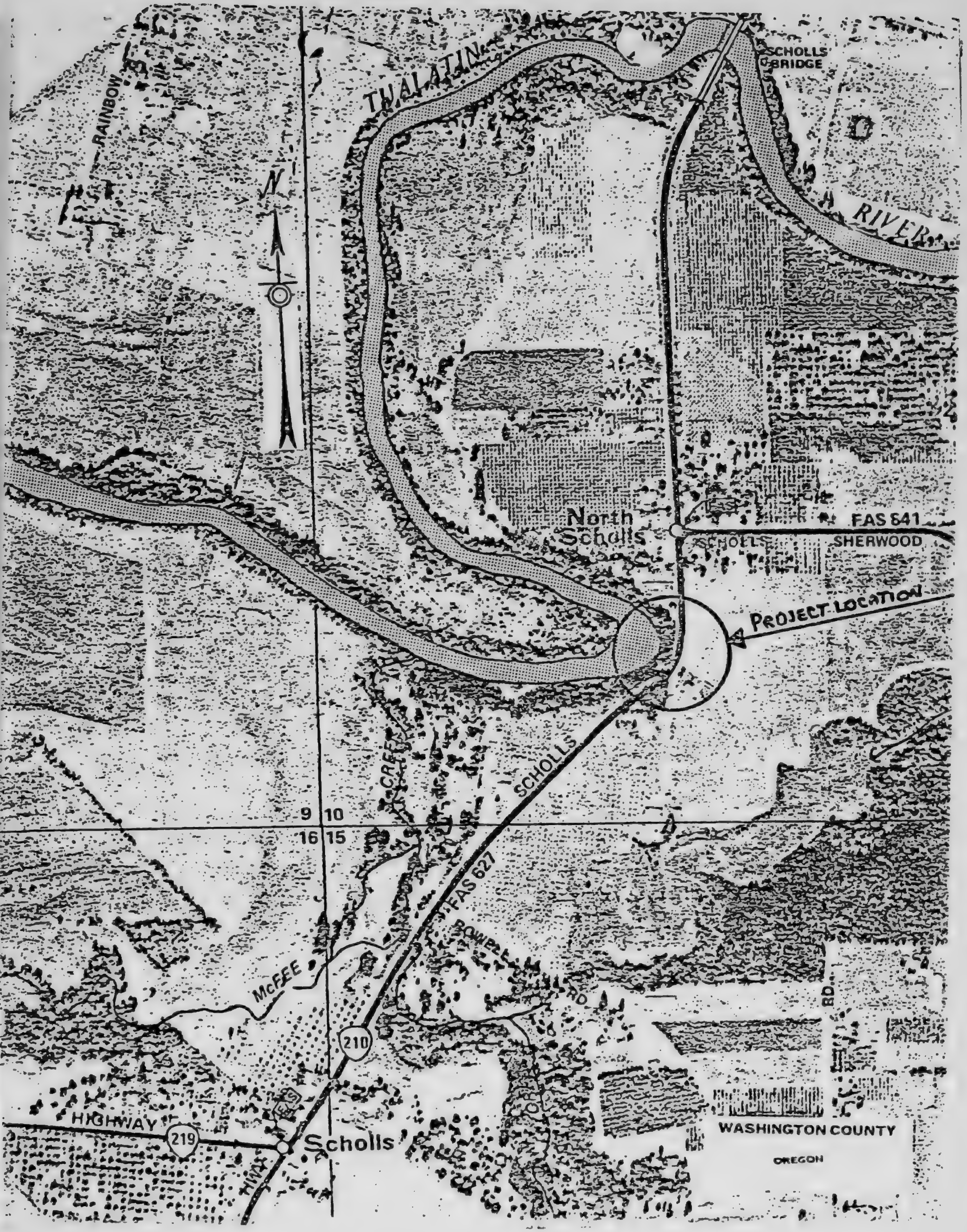
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

Cultural Resources Survey.

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X Michael K. Schultz	378-2626	

734-1913 (7-82)


THUALATIN
RIVER
SCHOLLS BRIDGE
RAINBOW
N
D
North Scholls
FAS 641
SCHOLLS
SHERWOOD
PROJECT LOCATION
CREEK
SCHOLLS
FAS 627
9
10
16
15
McFEE
BOWELL
RD
RD
210
HIGHWAY
219
Scholls
HWY
WASHINGTON COUNTY
OREGON

143 N

ROAD DESIGN SECTION 378-6558 ROW: 3:1

J. B. Boyd, Manager
Right of Way Section

November 15, 1982

J. H. Versteeg
Road Design Engineer

Files 53014, 53026, 53027,
53028 & 53029
North Scholls Section
Scholls Highway
Washington County

Attached are descriptions (5 files), an authorization and right of way prints covering right of way required for the subject project, scheduled for May 26, 1983.

By: ORIGINAL SIGNED BY
W. H. WAKERLIG

W. H. Wakerlig
R/W Descriptions Supervisor

WHW:rlr
Attachments

Anderson
Adams
Sullivan
Wakerlig

RECEIVED
NOV 15 1982
ROAD DESIGN
SECTION

Do Not File
Return To
Bring Up /
Action

9725

N

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 17
134-1919

TO: W. H. Wakerlig
R/W Descriptions Engineer

DATE: September 22, 1982

FROM: Frank E. Terpin
Location Engineer F.E.T.

SUBJECT: North Scholls (Curve Improvement)
Scholls Highway
Washington County

1 Versteeg ✓
Anderson
2 Adam A
Sullivan
Terpin
Trout

RECEIVED
SEP 2[illegible] 1982
ROAD DESIGN
SECTION

Do Not File
Return To
Bring Up /
Action

The following materials for preparation of R/W descriptions is enclosed:

1	Roll	Detail Map (Mylar) Index #3
1	Roll	Construction Detail Map (Print) Index #4
1	Envelope	Surveys, Maps and Deeds Index #8
1	Book	Field Notes Index #9

By Region's transmittal letter of September 21, 1982, it is indicated that construction cost is now estimated to be $90,000. Special conditions indicate that the work can best be done by State Forces; therefore, approval by the FHWA through Program Management Section that it is in the public interest to do the work by State Forces will be required. The reasons cited by the Region do not seem to be absolutely conclusive and may require supplementing by the Region Office.

FET/GCW:ge
Enclosures

9/27/82

cc D. H. Moehring
C. O. Fredrickson
J. H. Versteeg

Bothman says to contract
E

File 134-1919

STATE OF OREGON **INTEROFFICE MEMO**

HE [illegible] ( )

TO: Frank E. Terpin, P.E.
Location Engineer

DATE: September 21, 1982

RECEIVED
SEP 21 1982
LOCATION
SECTION

FROM: C.O. Fredrickson, P.E.
Region 2 Engineer

SUBJECT: North Scholls (Curve Improvement)
Scholls Highway
Washington County
Prefix 134-1919

to R/W Description
9-23-82

The following data is submitted for forwarding to Right of Way Description:

		Index No.
1 roll	Detail Map (Mylar Base Map)	(3)
1 roll	Construction Detail Map (Print)	(4)
1 envelope	Surveys, Maps and Deeds	(8)
1 book	Field Notes	(9)

This project was programmed for $35,000 under HES Funds. The construction estimate, exclusive of Right of Way is $90,000. After review, Region recommends that the necessary maps and descriptions be prepared for purchase of R/W.

Traffic Section confirmed that a total cost of $90,000 would have a positive cost/benefit ratio and would be eligible for HES Funding.

Region recommends that State Forces do the construction work necessary for the following reasons:

a) The proposed work area is short.

b) The work is uniquely suited to that routinely performed by maintenance forces.

c) State Forces can complete the work much faster than by contract method.

The following project data is being retained in the Region Location Office:

		Index No.
1 ntbk	Location Estimate Data	(1)
1 note pd	Field Location Data (April 1982)	(2)
1 roll	Construction Detail Map	(4)
1 roll	Location Profile	(5)
1 roll	Cross-Sections (1"=1'vert)	(6)
1 roll	Cross-Sections (1"=10')	(7)
1 bundle	April, 1982 Data - VOID	-

DT:sr Approved by Hwy Eng'r 35,000 HES
Encl. field est $90,000 ±

to B. Keaney Eng'r 9-22-82
I would like 4' Shldrs with 1' slug to G.R.

cc: Don Thurston (See letter to Wakerlig)
Fil

81-125-1367

Contains Recycled Materials

[illegible]

143N

PROJE(PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION North Scholls (Curve Improvement)

REGION 2

SURVEY AUTHORITY						AUTHORIZATION NO. 2	PREFIX 134-1919	DATE copied 9-17-82
ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 6,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 500
902 CITIZEN'S INVOLVEMENT			916 PHOTOGRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		200	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		200
905 FINAL DESIGN		2,500	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICATIONS		2,500	938 REGION ENVIRONMENT		100
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION		1,000	923 ENVIRONMENTAL SECTION		300	950 TRAINING		200
910 REGION GEOLOGIST		200	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		200	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		500	927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON		200	932 RAILROAD & UTILITIES		100			
RIGHT-OF-WAY PREFIX						TOTALS	$ 15,000	$ 15,000
						PREVIOUS AUTHORIZATION		$ 3,500
FEDERAL AID PROJECT NUMBER HES-128(2)	11-2-82					ADD. AUTH. REQUIRED		$ 11,500

LOCATION ENGINEER'S REMARKS

Project originally was to build up super on existing pavement and clear brush from inside of curve with maintainance forces. Project now consists of grading and paving by contract.

1 Versteeg ✓
2 Anderson
Adams
3 Olson MK
Sullivan
Terpin
4 Trout
Wakerlig

RECEIVED
FEB 1 1983
ROAD DESIGN SECTION

cpy Watson Kg

Do Not File ☐
Return To
Bring Up / /
Action

Bring Up

PREPARED BY copied from Auth dated 8-20 by D. Thurston.	DATE 9-17-82	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 9/29/82
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 9-27-82
RECOMMENDED, LOCATION ENGINEER X Frank E. Perpin	DATE 9/24/82	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 3-1-82	

734-1914 (7-82)

GENERAL INSTRUCTIONS

The Survey Authority is Part 4 of the Project Prospectus. It shows the funds approved for the project development work. It is also used to revise the authorized funds, if necessary. It is to be submitted to Program Management along with the Project Details part of the Project Prospectus for the initiation of the project development work.

SPECIAL INSTRUCTIONS

The **PREFIX** will be entered in Salem for the first authorization.

Enter the **ESTIMATED COST** for each of the functions your office is responsible for. Region responsibilities are functions 901, 902, 903, 910, 913, 914, 926, 936, 938, 950, 955 and 980 (unshaded boxes). The Location Office will collect the estimates from the other Salem offices, fill in the **CURRENT AUTHORIZATION** column and **TOTALS**.

The **RIGHT OF WAY PREFIX** , **FEDERAL AID PROJECT NUMBER** and the **LOCATION ENGINEER'S REMARKS** will also be completed in Salem. In the signature block place the preparer's name and the Region Engineer's signature.

9725

Hwy 143 N

NOTE: SHADED AREAS
TO BE COMPLETED
IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

3-5-82

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME: North Scholls Section

HIGHWAY NAME Scholls Highway	HIGHWAY NUMBER 143

REGION 1	ADMINISTRATIVE DISTRICT 3	COUNTY Washington	CITY ---

LENGTH: 0.2 mile
MILEPOST NUMBER: 0.5 TO 0.7
☒ RURAL ☐ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO
IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER Title II Hazard Elimination

METHOD OF CONSTRUCTION: ☐ CONTRACT ☐ STATE FORCE ☐ OTHER To be determined

TYPE OF WORK: ☒ GRADING ☒ PAVING ☐ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☒ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Revise super-elevation and improve sight distance.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1980 - 3850
PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☐	☐	☐	☐
PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH): Posted 30 MPH
DESIGN STANDARDS: R.R.R.
TRAFFIC ANALYSIS: ☒ LIGHT ☐ MEDIUM ☐ HEAVY

1 Versteeg ✓
Anderson
2 Adams
3 Olson
Sullivan
Terpin
Trout
4 Wakarlig

RECEIVED
MAR 15 1982
ROAD DESIGN SECTION
Do Not File
Return To
Bring
Action

APPROVED
Francis E. Turpin
Location Engineer
Date 3/5/82

REFERRED TO
Beard Stoudenmeyer
Cole Mann
Eriksen 1 Watson
Hager Dorn Lau
Return Discuss Do File Due
BY FINAL DESIGN ENGINEER

FORM 734-1730 (12-78) Page 1

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	2-12'	2-11 ft.
SHOULDERS	0	2-4 ft.
MEDIANS	0	—
PARKING LANES	0	—
SIDEWALKS	0	—
BIKEWAYS	0	No bicycle trail. Four foot shoulders available for bicycle and pedestrian use.
INTERCHANGES	0	—
OTHER:	0	

	YES	NO	MAYBE		YES	NO	MAYBE
Channelization	☐	☒	☐	Right of Way (cont.) Improvements	☐	☒	☐
Frontage Roads	☐	☒	☐	Access Control	☐	☒	☐
Traffic Signals	☐	☒	☐	Railroad Crossing	☐	☒	☐
Signing	☐	☒	☐	At Grade	☐	☒	☐
Illumination	☐	☒	☐	Separated	☐	☒	☐
Structures	☐	☒	☐	Railroad Encroachment	☐	☒	☐
Stage Construction	☐	☒	☐	Permits	☐	☐	☒
Pedestrian Crossing	☐	☒	☐	Conditional Use	☐	☐	☒
Rest Area	☐	☒	☐	Flood Plain	☐	☒	☐
Truck Scale Site	☐	☒	☐	Irrigation District	☐	☒	☐
Landscaping	☐	☐	☒	Water District	☐	☒	☐
Drainage	☐	☒	☐	Drainage District	☐	☒	☐
River ________	☐	☒	☐	Div. of State Lands	☐	☒	☐
Stream ________	☐	☒	☐	Dept. of Geology & Min. Ind.	☐	☒	☐
Storm Sewer	☐	☒	☐	Corps of Engineers	☐	☒	☐
Sanitary Sewer	☐	☒	☐	Coast Guard	☐	☒	☐
Right of Way	☐	☒	☐	DEQ NPS Air Pollution	☐	☒	☐
Simple Acquisition	☐	☒	☐	DEQ NPS Water Pollution	☐	☒	☐
Complex Acquisition	☐	☒	☐	Building	☐	☒	☐
Relocations	☐	☒	☐	Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☐	☒	☐	Hydraulics Study	☐	☒	☐
Environmental Assessment	☐	☒	☐	Soils Investigation	☐	☒	☐
Statewide Assessment	☒	☐	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☐	☒	☐
Public Hearing __________	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☐	☒	☐
Utilities	☐	☒	☐	Design Review	☐	☒	☐

Type ____________________

4 - WORK ITEMS

		TO BE PERFORMED BY		
		APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING		☐	☒	☐
RIGHT–OF–WAY	N/A	☐	☐	☐
CONSTRUCTION ENGINEERING		☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	—
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	—
CORRIDOR APPROVAL	( )	—
FIELD SURVEY	( )	.5
PRELIMINARY DESIGN	( )	—
DESIGN APPROVAL/FINAL EIS	( )	—
RIGHT-OF-WAY DESCRIPTIONS	( )	—
RIGHT-OF-WAY ACQUISITION	( )	—
P.S. & E. DOCUMENTS	( )	3

RECOMMENDED CONSTRUCTION DATE __________ (Region) __________ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING

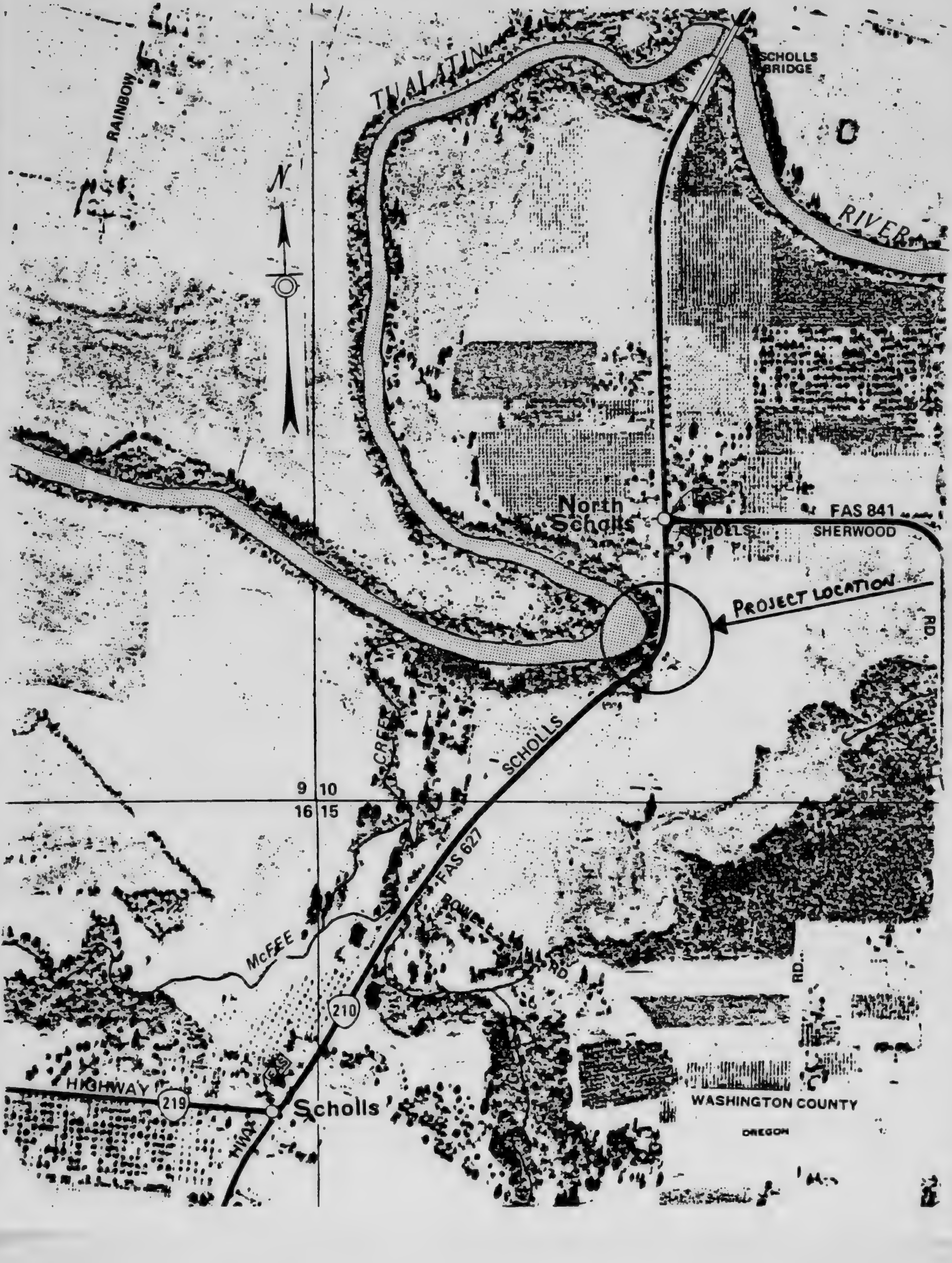
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	2,000	10.000
RIGHT OF WAY		
TRAFFIC CONTROL		
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY	33,000	33.000
OTHER		
ENGINEERING & CONTINGENCIES		
PROJECT TOTAL	35,000	$43.000

SUBMITTED BY ______________________
Traffic Engineer


TUALATIN
RIVER
SCHOLLS BRIDGE
RAINBOW
N
North Scholls
FAS 841
SCHOLLS
SHERWOOD
RD.
PROJECT LOCATION
SCHOLLS
CREEK
9 10
16 15
FAS 627
McFEE
BOWEN
RD
RD.
210
HIGHWAY
219
Scholls
HWY
WASHINGTON COUNTY
OREGON

9725 3-1-82 5

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-128(2)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20046

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/1/82

8. FEDERAL ROUTE NUMBER Secondary 128

9. STATE ROUTE NUMBER Secondary 143

10. GENERAL LOCATION:
North Scholls Section

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including utility preparatory work TEC $2,000 - F.F. $1,800
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's 2/16/82 letter.

RECEIVED
STATE HWY ENGR
MAR 5 '82
REFER TO Moehring
FOR
Info | Inves | R/D | D.R | Sign | Act | File

Olig 3-8

14. DATE 3/1/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

February 16, 1982

TO:
Dale E. Wilken
Division Administrator
Federal Highway Administration

**Original Signed By
D. E. Swan**

FROM:
D.E. Swan, P.E.
Operation Programming Engineer

SUBJECT:
Project Data Submission
Item No. 20046
Project No. HES-128(2)
North Scholls Section
Washington County

Attached data consists of PR-1 forms with project maps, Authority for Survey, narrative, collision diagram and sketch maps.

I request the following:

1) Concurrence that this project qualifies for the "Timesavings Procedures" enumerated in FHPM 8-2-3.

2) Concurrence that this project falls under the Statewide Categorical Exclusion approved by FHWA 2-25-80 satisfying the requirements of FHPM 7-7-2.

3) Authorization to proceed with all phases of preliminary engineering, including utility preparatory work necessary to obtain PS&E Approval for the project at an estimated total cost of $2,000 with an obligation of $1,800 in Federal funds.

Form 734-3122

By computation, this section of highway would rank 186 on the Rural Priority List previously submitted to the Federal Highway Administration.

DRH:bkc
Attachments

cc: L.E. George
E.L. Hardt (Region 1)
R.N. Bothman (Metro)
Jon Rose (Metro)
Earl Mershon (Metro)
✓ General Files

9725

5

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO
TRA 10-1

TO: H. S. Coulter
State Highway Engineer

DATE: January 27, 1982

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Title II Hazard Elimination Project
Scholls Highway MP 0.5-MP 0.7

A project has been requested to revise the super elevation and improve the sight distance on a curve at the subject location. Construction will be by either contract or State Forces (to be decided after preliminary engineering determines the extent of corrective measures necessary). All phases of engineering will be performed by State Forces.

In summary:

Jurisdiction	Project Name	Total Cost	Federal Funds	State Funds
State	North Scholls Section Scholls Highway Washington County	$35,000	$31,500	$3,500

The project has been investigated and is eligible for funding under the Title II, Hazard Elimination Program. We recommend your approval and request that you authorize this project under delegated authority.

L. E. George

L. E. GEORGE - TRAFFIC ENGINEER

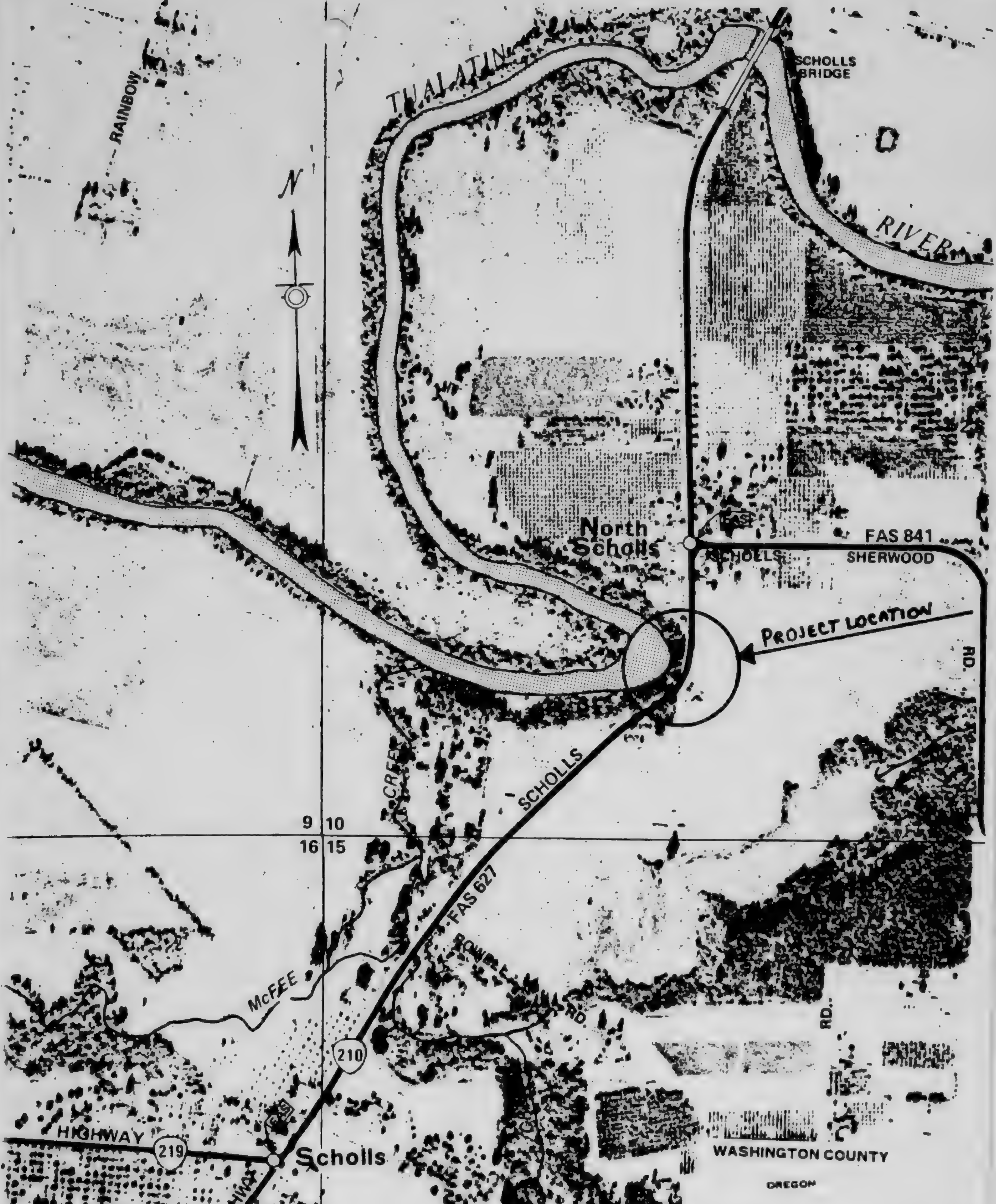
RHB:np
Attachment

APPROVED:

H. S. Coulter
State Highway Engineer

1/25/82
Date

1-29-82


TUALATIN
RIVER
SCHOLLS BRIDGE
RAINBOW
N
North Scholls
FAS
FAS 841
SCHOLLS
SHERWOOD
RD.
PROJECT LOCATION
CREEK
SCHOLLS
9
10
16
15
FAS 627
ROWELL
RD
RD.
McFEE
210
FAS
HIGHWAY
219
HWY
Scholls
WASHINGTON COUNTY
OREGON

1983 Tualatin Valley Hwy @ SW 9726
160th Ave. Sec. of the TV Hwy.
(Traffic signal installation)

9726

August 21, 1984

Fidelity & Deposit Co. of Maryland
Suite 1201, Lloyd 500 Building
500 NE Multnomah
Portland, OR 97232

CON 5
#9726

Gentlemen or Ladies:

On August 7, 1984, we wrote to you concerning release of final payment on Contract No. 9726 awarded to Signal Construction Company for traffic signal installation on the Tualatin Valley Highway at SW 160th Avenue in Washington County.

Final payment on this contract is $1,500.00 and the total contract amount is $89,850.50. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
cc: Signal Construction Company
4705 NE Columbia Blvd.
Portland, OR 97218

Fidelity & Deposit Co. of Maryland
PO Box 1227
Baltimore, MD 20203

bc: C. O. Fredrickson
Walt Hart
E. L. Hardt

9726

*** FINAL REPORT ***

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: TUALATIN VALLEY HWY. @ S.W. 160TH AVE.	WEEK ENDING: JUNE 22, 1984	
	SECTION PREFIX: 234-8244	
HIGHWAY: TUALATIN VALLEY	COUNTY: WASHINGTON	
NAME OF JOB: T. V. HWY. @ S.W. 160TH AVE.	KIND OF WORK: TRAFFIC SIGNAL INSTALLATION	
CONTRACTOR: SIGNAL CONSTRUCTION CO.	CONTRACT NUMBER: 9726	FEDERAL AID PROJECT NUMBER: STATE
DATE OF CONTRACT: OCTOBER 18, 1983	DATE WORK STARTED: FEBRUARY 13, 1984	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS: SPECIFIED CALENDAR DAYS: 200	WORK DAYS USED: CALENDAR DAYS USED: 198
PROJECT AUTHORIZATION: $ 102,588.57	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 99
EXCLUSIVE OF ENGINEERING: $ 93,628.87	ENGINEERING AUTHORIZATION: $ 8,959.70	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 97,999.50	ENGINEERING COST TO DATE: $ 13,500.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN ~~XXXXXX~~ 4.7 %	PERCENT OF AUTHORIZATION: 151 %	DATE PROJECT WAS COMPLETED: MAY 15, 1984

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
N/A	N/A	N/A	N/A	N/A	N/A		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

NONE.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

JUNE		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	17	FAIR	0		
MONDAY	18	FAIR	0		
TUESDAY	19	FAIR	0		
WEDNESDAY	20	RAIN	0		
THURSDAY	21	RAIN	0		
FRIDAY	22	FAIR	0		
SATURDAY	16	CLOUDY	0		

RECEIVED
JUN 25 1984
CONSTRUCTION SECTION
CE EN CAE ___ LS ___ TC ___
CDE ___ OM ___ SA ___ CC ___
CA ___ FE ___
CAM ___ MA ___
CP ___ OCS ✓
EEO ___ FILE ___

JUNE	GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK
SUNDAY 17	NO ACTIVITY JUNE 16, 1984 THROUGH JUNE 22, 1984.
MONDAY 18	
TUESDAY 19	
20 WEDNESDAY	
THURSDAY 21	
FRIDAY 22	
16 SATURDAY	

REMARKS

STATUS TO DATE: THE PROJECT WAS COMPLETED MAY 15, 1984.

THE THIRD NOTIFICATION WAS EFFECTIVE JUNE 18, 1984 AND HAS BEEN SUBMITTED.

THE SEMI-FINAL ESTIMATE HAS BEEN SUBMITTED.

THIS WILL BE THE FINAL WEEKLY REPORT FOR THIS PROJECT.

SIGNED BY LARRY SHATTUCK LOCATION BEAVERTON

FOR HOWARD R. HARRIS, PROJECT MANAGER

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

[illegible]

September 26, 1983

Larry Rice
Director of Public Works
Washington County
Administration Bldg.-150 N. First Ave.
Hillsboro, Oregon 97123

Dear Mr. Rice:

On September 22, 1983, we received a satisfactory bid from Signal Construction Company, P. O. Box 4204, Portland, Oregon 97208, for the Tualatin Valley Highway at S.W. 160th Avenue Section of the Tualatin Valley Highway.

As described in our Agreement No. 7459, the County is required to deposit their share of the traffic signal installation as computed below:

Contractor's Bid for Traffic Signal Installation		$ 85,772.00
Signal Controller Testing	$2,675.00	
"OPTICOM" Testing	150.00	
Turn-on	1,000.00	3,825.00
		$ 89,597.00
Contingencies (4-1/2%)		4,031.87
Engineering (10%)		8,959.70
		$102,588.57
COUNTY SHARE (50%)		51,294.29
	Rounded	$ 5~~2~~1,290

Please submit your $51,290 deposit, which should arrive not later than October 14, 1983, using one of the three options for payment described in the attachment.

Very truly yours,

Gary A. Potter, Manager
Program Section

RLD:jc
Attachment

bcc: w/AD #83-87: Jon Rose, Metro Region
V. E. Skoog - Please return completed AD #83-87 when deposit is received.

September 26, 1983

Cris Bowles
City Engr.
~~Lon Topaz~~
~~Community Development~~ Director
City of Beaverton
4950 SW Hall Blvd.
Beaverton, Oregon 97006

Dear Mr. Topaz:

On September 22, 1983, we received a satisfactory bid from Signal Construction Company, P. O. Box 4204, Portland, Oregon 97208, for the Tualatin Valley Highway at SW 160th Avenue Section of the Tualatin Valley Highway.

As described in our Agreement No. 7459, the County is required to deposit their share of the traffic signal installation as computed below:

Contractors Bid for Traffic Signal Installation		$ 85,772.00
Signal Controller Testing	$2,675.00	
"OPTICOM" Testing	150.00	
Turn-on	1,000.00	3,825.00
		$ 89,597.00
Contingencies (4-1/2%)		4,031.87
Engineering (10%)		8,959.70
		$102,588.57
CITY SHARE (50%)		51,294.29
	Rounded	$ 51,290

Please submit your $51,290 deposit, which should arrive not later than October 14, 1983, using one of the three options for payment described in the attachment.

Very truly yours,

Gary A. Potter, Manager
Program Section

RLD:jc
Attachment

bcc: w/AD #83-88: Jon Rose, Metro Region
V. E. Skoog - Please return completed AD #83-88 when deposit is received.

Section *Tualatin Valley Hwy. at SW. 160th Ave.* Programming Estimate $ ______

Highway *Tualat[illegible] Valley* Pr[illegible]t Length *N/A*

7726 County *Washington* Completion Time *200 Calendar Days*

Kind of Work *Traffic Signal Installation* Est. Comp. Date *5-11-84*

Prefix *134-8278* Letting Date *Sept 22, 83* Project No. *State*

4.6% Grp. 8

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ *97,013 00*

Anticipated Additional Items:

Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished ______		
Roadside Seeding & Mulching		$ *3,825 00*
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x ____ hrs.)		
State Responsibility for Damages		
Signal Controller Testing	*2,675*	
"OPTICOM" Testing	*150*	
Bikeway Signs		
Bikeway Striping & Legend		
Turn On	*1,000*	
Adjust Utilities:		
Subtotal		$ *100,838 00*
Contingencies (4-1/2%)		*4,537 71*
Engineering (8, [✓ 9], 10%)		*9,075 42*
Subtotal		$ *114,451.13*
Credit for ______		
Estimated Net Authorization, Construction		$ *114,451 13*

APPROVED

Road Design Engineer

APPROVED

FINAL DESIGN ENGR.

Rev. 11/81

SUMMARY--BID SCHEDULE--COST ESTIMATE

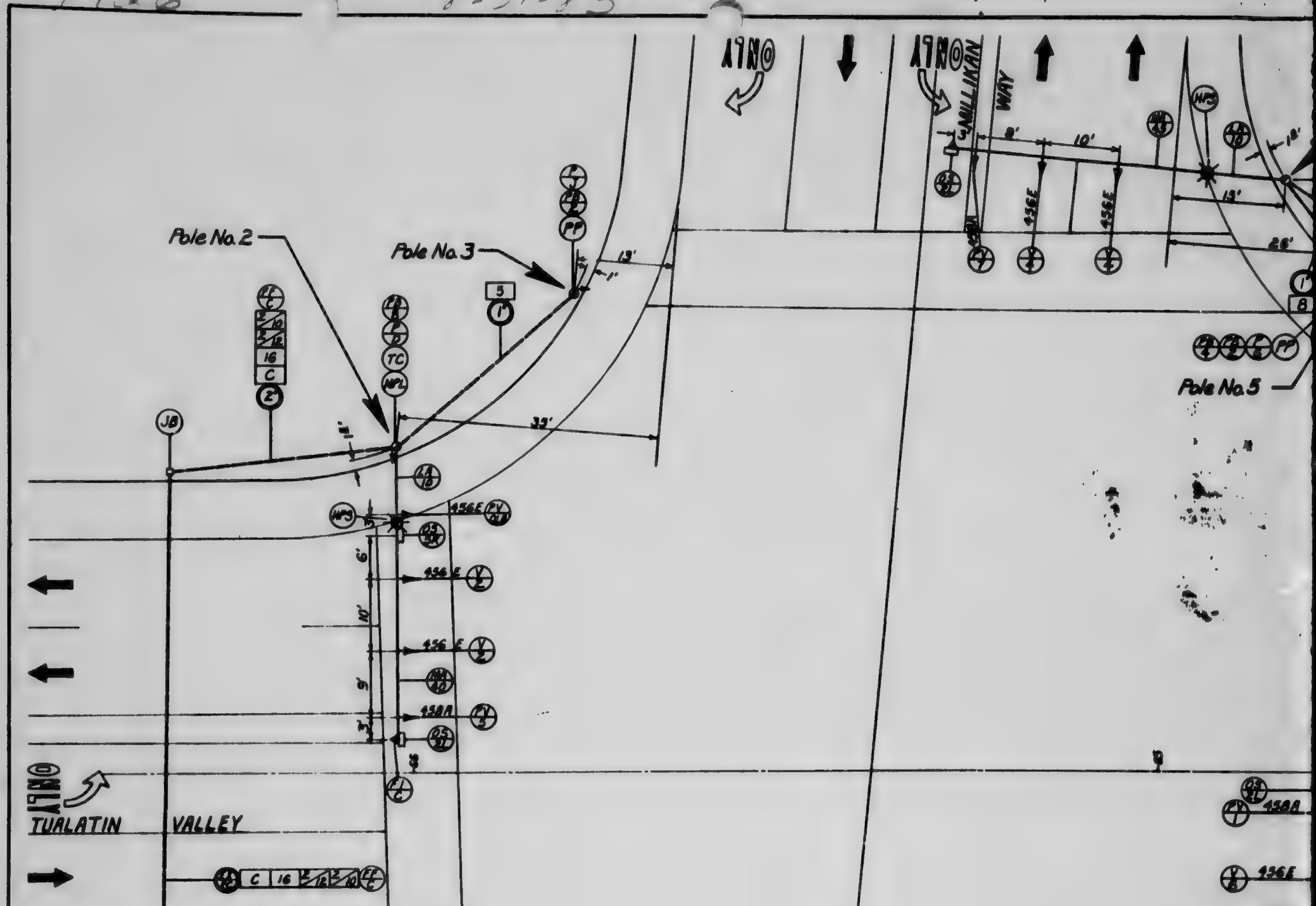
OREGON STATE HIGHWAY DIVISION

ection Tualatin Valley Hwy. at SW 160th Ave Sec.	County Wash		Sheet 1 of 1
Kind of Work Traffic Signal & Installation	Length	Date 8/10/83	Name Bergstedt

No.	Item	Code	Unit	Quant.	Unit Cost	Total
	Temporary Protection and Direction of Traffic		Lump Sum	All	Lump Sum	900 —
	Temporary Signs		Sq Ft.	198	6.00	1188.00
	Flagmen		Hour	40	15.00	600.00
	Traffic Signal/Installation, Complete		Lump Sum	All	Lump Sum	89,460
	Fire Pre-emption System, Complete		Lump Sum	All	Lump Sum	4,865

COST ANALYSIS UNIT. 8-10-83 Bo
~~THIS ENGINEERING ESTIMATE IS PRICED FOR~~
BID LETTING 9-22-83

9726 8-31-83

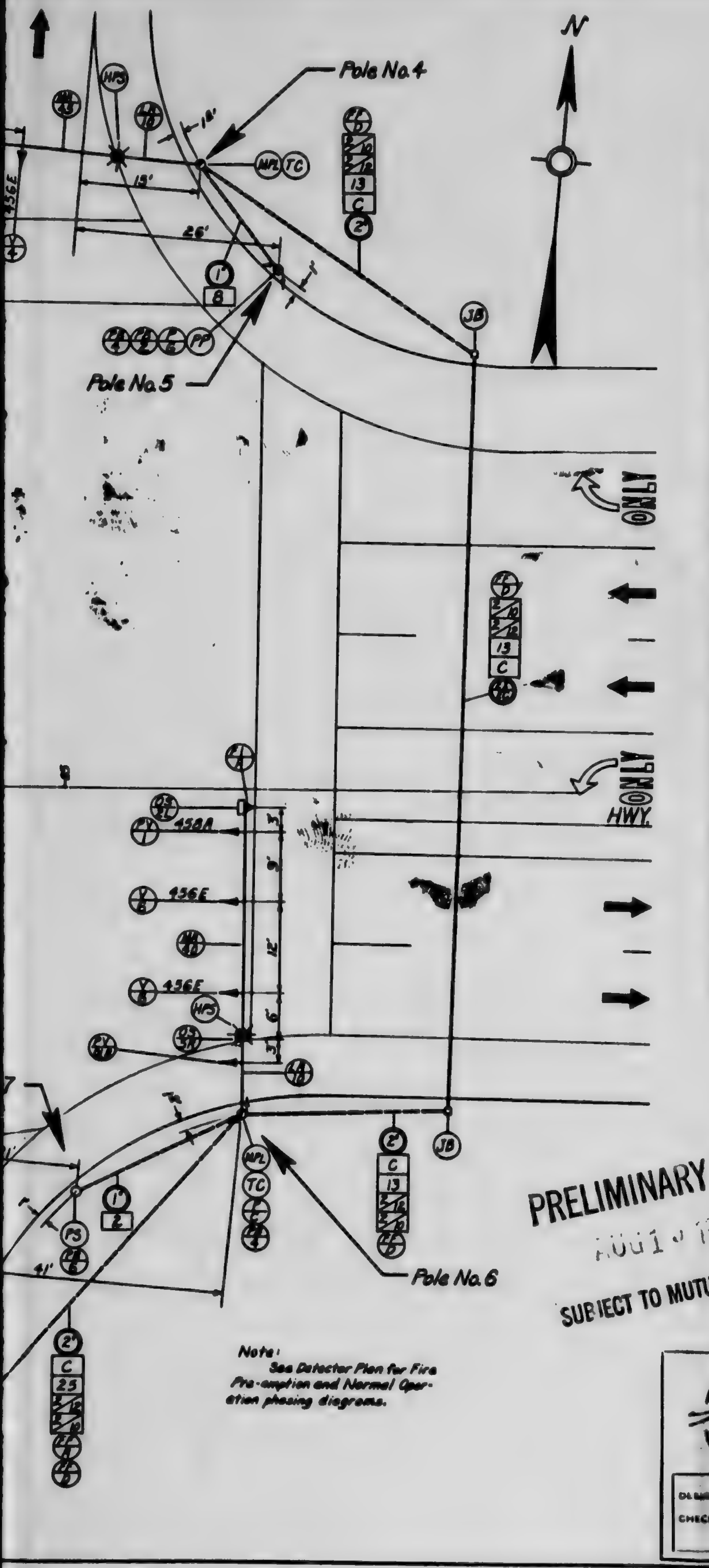


Pole No. 2
Pole No. 3
Pole No. 5
Pole No. 7
Pole No. 1
MILLIKAN WAY
TUALATIN VALLEY
160TH AVE.
ONLY
JB
Interconnect Conduit (See Interconnect Plan)
Located Approx. 160' From Pole No. 1
PGE 3560
456E
438A
NPS
TC
33'
21'
41'
13'
28'
24'
10'
9'
6'
3'

SIGNAL PLAN

TUALATIN VALLEY HWY. AT S.W. 160TH AVE.

SCALE 0 10 20 40 FEET



Note: See Detector Plan for Fire Pre-emption and Normal Operation phasing diagrams.

L E G E N D

	Maintain and protect existing power pole (power source)
●	Maintain and protect existing 3" electrical conduit (locate in field)
C	Install Model 170 controller in Model 332 cabinet
MPL	Install special traffic signal mast arm pole with luminaire pole extension (40 feet mounting height)
	Install (L) ft. traffic signal mast arm
	Install (L) ft. luminaire arm
PP	Install pedestrian signal pedestal with frangible base
PS	Install pedestrian pipe standard
	Install phase (Ph) vehicle signal
	Install phase (Ph) programmed vehicle signal
	Install type (T) modified pedestrian signal
	Install phase (Ph) pedestrian push button with instruction sign
	Install interior illuminated "LEFT TURN SIGNAL" sign
	Install interior illuminated right arrow "ONLY" sign
	Install interior illuminated through arrow "ONLY" sign
TC	Install terminal cabinet
54	Install service cabinet with a 50 amp circuit breaker for the signal circuit and a 20 amp circuit breaker with a bypass switch for the illumination circuit.
MS	Install 120 volt meter base
JB	Install precast concrete junction box (see TES Drs. 1471)
C	Install one No. 6 type THWN wire (signal system common)
N	Install (N) No. 14 type THWN wires
N/G	Install (N) No. (G) type TW wires (power service to be type THW)
S	Install (S) inch electrical conduit
CS	Install 2-inch conduit stub - for future use (cap ends)
	Install channel (Ch), (X) - way fire pre-emption detector unit
	Install channel (Ch) fire pre-emption feeder cable
HPS	Install 250 watt 120 volt high pressure sodium, medium semi-cutoff Type II lamp with individual photoelectric control in luminaire unit

T	Type shown	L	Length shown
Ph	Phase shown	X	Number shown
N	Number of conductors shown	G	AWG size shown
S	Size shown	A	Standard plumbizer
	12"R, 12"Y, 12"G	E	Elevator plumbizer
	12"R, 12"Y, 12"GLTA		

PRELIMINARY COPY

AUG 1 1983

SUBJECT TO MUTUAL REVIEW

Donald

CITY APPROVAL

8 31 83

DATE

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

TRAFFIC SIGNAL INSTALLATION
TUALATIN VALLEY HWY. AT S.W. 160TH AVE. SEC.
TUALATIN VALLEY HIGHWAY
WASHINGTON COUNTY

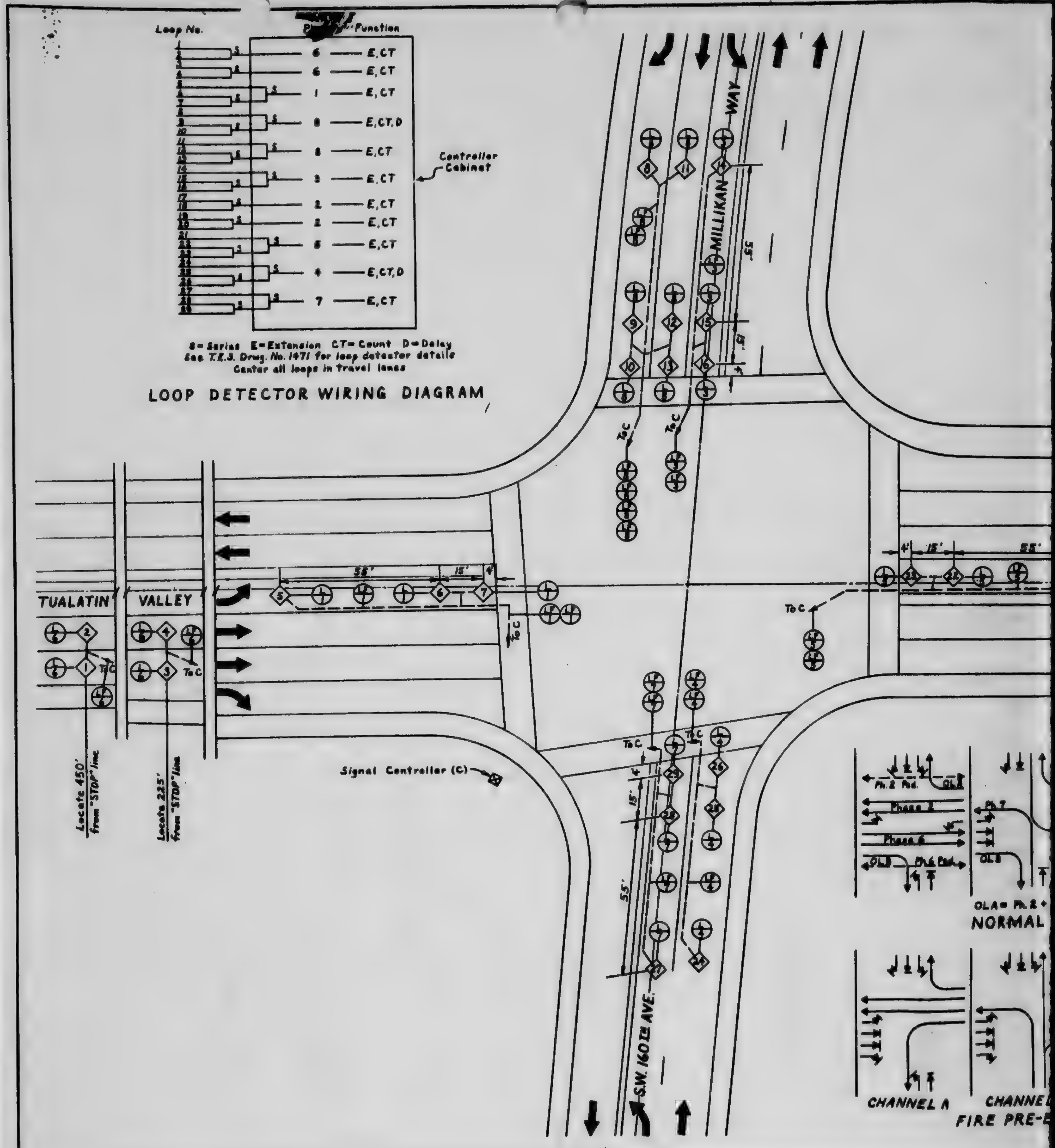
L. E. GEORGE

DESIGNED BY.........
CHECKED BY:.........

Aug 1983

ACCOMPANIED BY DWGS 1470, 1471, 1472, 1473, 1488, 1489, 2390, 2391, 2392, 35009, 35010, 2-L.S.-3-4, 8601 to 8603.

T.E. Dwg. No. 8600

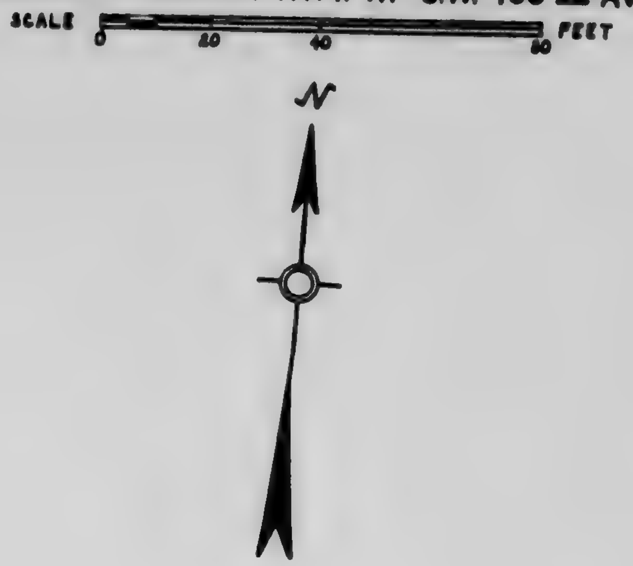

Loop No.
P[illegible] Function
6 — E,CT
6 — E,CT
1 — E,CT
8 — E,CT,D
8 — E,CT
3 — E,CT
2 — E,CT
2 — E,CT
5 — E,CT
4 — E,CT,D
7 — E,CT
S
Controller Cabinet
MILLIKAN WAY
55'
15'
4'
To C
TUALATIN VALLEY
58'
15'
4'
55'
Locate 450' from "STOP" line
Locate 225' from "STOP" line
Signal Controller (C)
S.W. 160th AVE.
Ph.2 Ped.
OLA
Phase 2
Phase 6
OLB
Ph.6 Ped.
Ph.7
OLA= Ph.2 +
NORMAL
CHANNEL A
CHANNEL
FIRE PRE-E

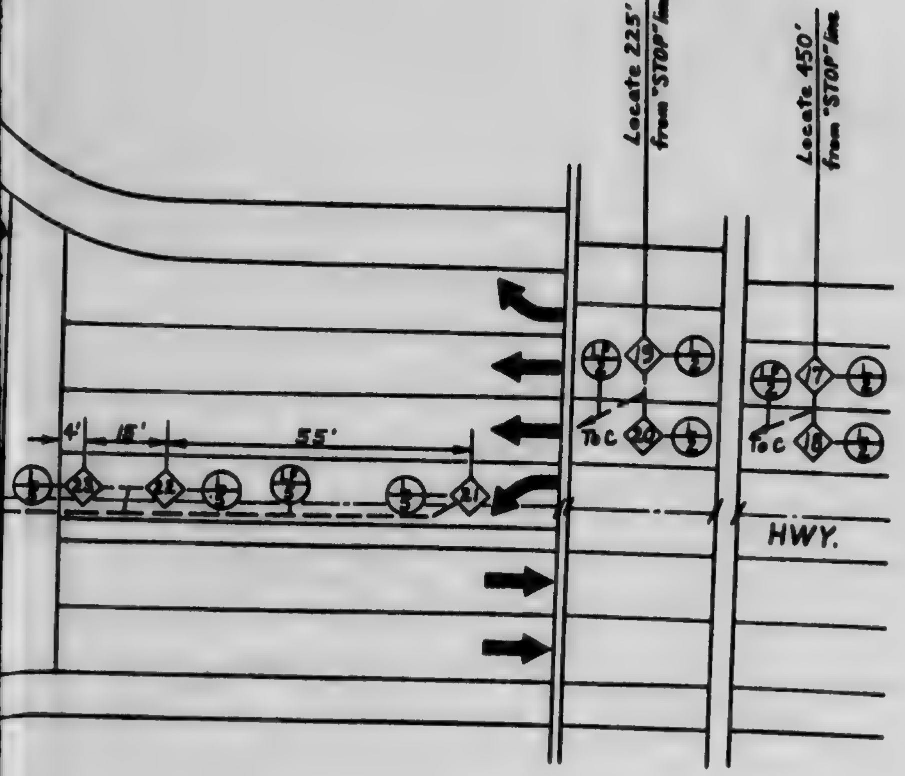
S=Series E=Extension CT=Count D=Delay
See T.E.S. Drwg. No. 1471 for loop detector details
Center all loops in travel lanes

LOOP DETECTOR WIRING DIAGRAM

DETECTOR PLAN

TUALATIN VALLEY HWY. AT S.W. 160 TH AVE.


SCALE
0
20
40
80
FEET
N


Locate 225' from "STOP" line
Locate 450' from "STOP" line
4'
15'
55'
19
20
17
18
To C
To C
HWY.

L E G E N D

Install phase (Ph) vehicle detector loop

Install phase (Ph) loop feeder wire

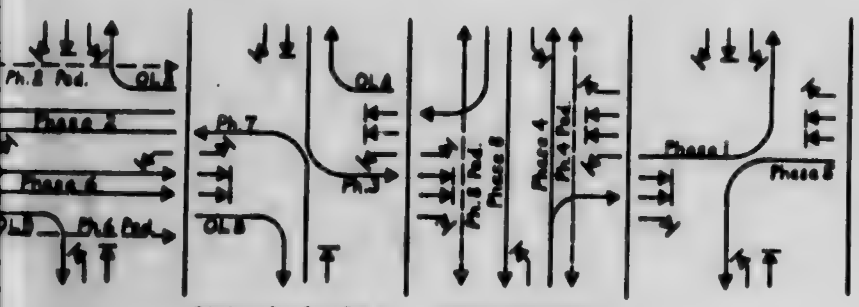
Ph = Phase shown

Donald Faris

CITY APPROVAL

8/31/83

DATE


Ph. 8 Ped.
OLA
Phase 2
Phase 6
OLB
Ph. 6 Ped.
Ph. 7
OLA
OLB
Ph. 3
Ph. 8 Ped.
Phase 8
Phase 4
Ph. 4 Ped.
Phase 1
Phase 5

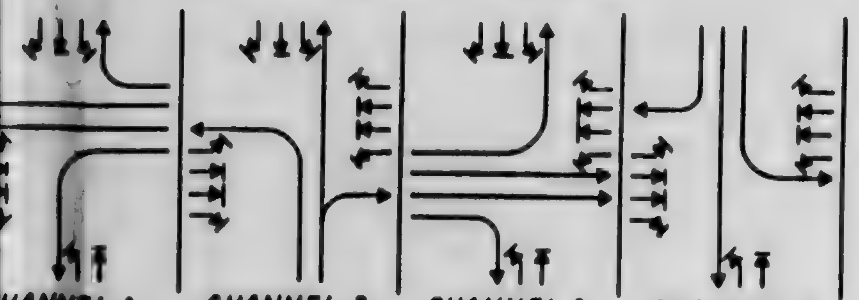
OLA = Ph. 2 + Ph. 3 OLB = Ph. 6 + Ph. 7

NORMAL PHASE ROTATION

PRELIMINARY COPY

AUG 1 5 1983

SUBJECT TO MUTUAL REVIEW


HANNEL A
CHANNEL B
CHANNEL C
CHANNEL D

FIRE PRE-EMPTION OPERATION

L. E. GEORGE

DESIGNED BY: ....

CHECKED BY: ....

OREGON STATE HIGHWAY DIVISION

TRAFFIC ENGINEERING SECTION

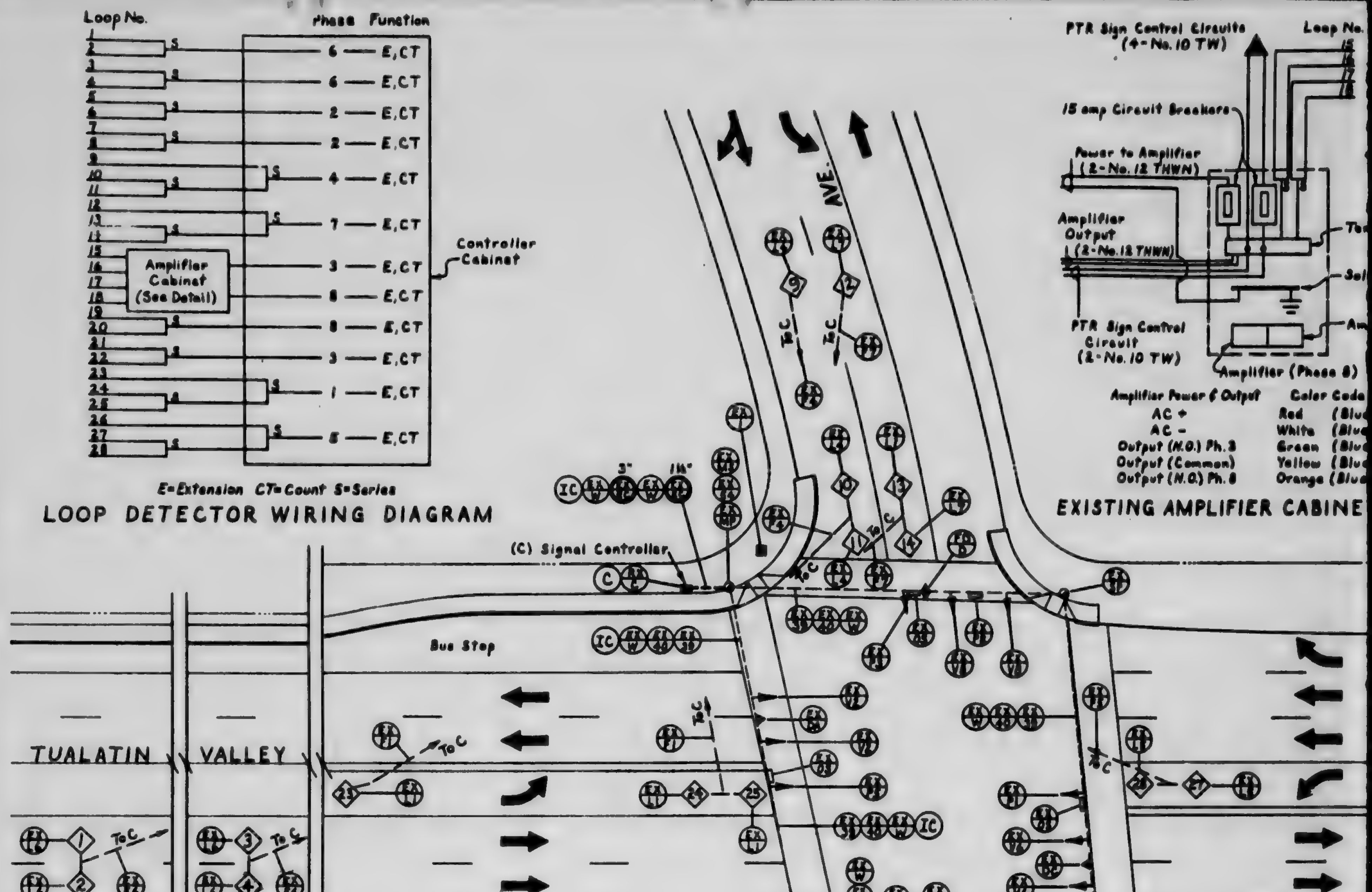
TRAFFIC SIGNAL INSTALLATION

TUALATIN VALLEY HWY. AT S.W. 160TH AVE. SEC.

TUALATIN VALLEY HIGHWAY

WASHINGTON COUNTY

TS DWG NO 8601

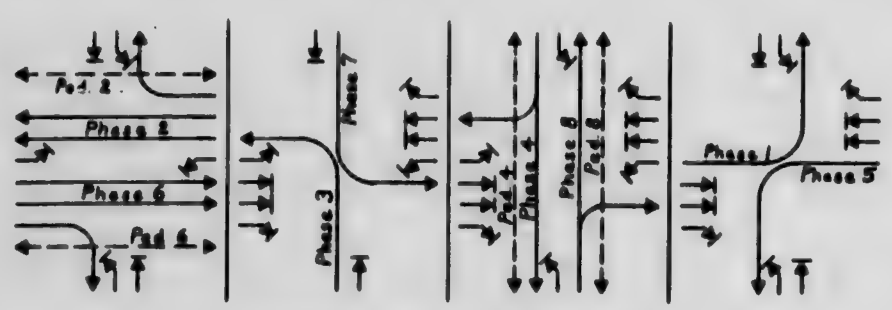

Loop No.
Phase Function
6 — E,CT
6 — E,CT
2 — E,CT
2 — E,CT
4 — E,CT
7 — E,CT
3 — E,CT
8 — E,CT
8 — E,CT
3 — E,CT
1 — E,CT
5 — E,CT
S
Amplifier Cabinet (See Detail)
Controller Cabinet
(C) Signal Controller
Bus Stop
TUALATIN
VALLEY
AVE.
SHAW
ST.
S.W. 170 TH
To C
IC
3"
1¼"
Railroad Cabinet
See Inte
Note: Luminaires and
signals omitted f
PTR Sign Control Circuits (4-No. 10 TW)
Loop No.
15
16
17
18
15 amp Circuit Breakers
Power to Amplifier (2-No. 12 THWN)
Amplifier Output (2-No. 12 THWN)
PTR Sign Control Circuit (2-No. 10 TW)
Amplifier (Phase 8)
Te
Sol
Am

E=Extension CT=Count S=Series

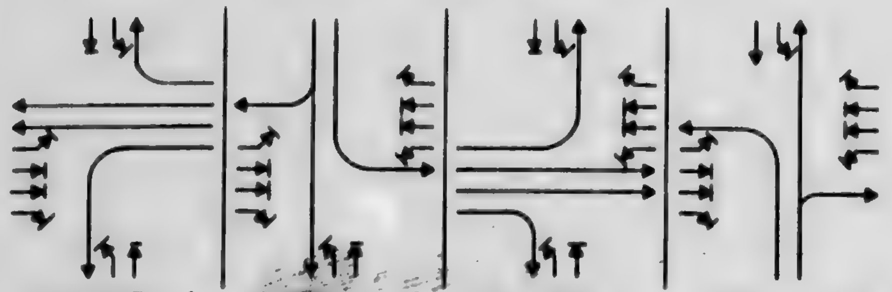
LOOP DETECTOR WIRING DIAGRAM

Amplifier Power & Output	Color Code
AC +	Red (Blu
AC –	White (Blu
Output (N.O.) Ph. 3	Green (Blu
Output (Common)	Yellow (Blu
Output (N.O.) Ph. 8	Orange (Blu

EXISTING AMPLIFIER CABINE


Ped. 2
Phase 2
Phase 6
Ped 6
Phase 7
Phase 3
Ped 4
Phase 4
Phase 8
Ped 8
Phase 1
Phase 5

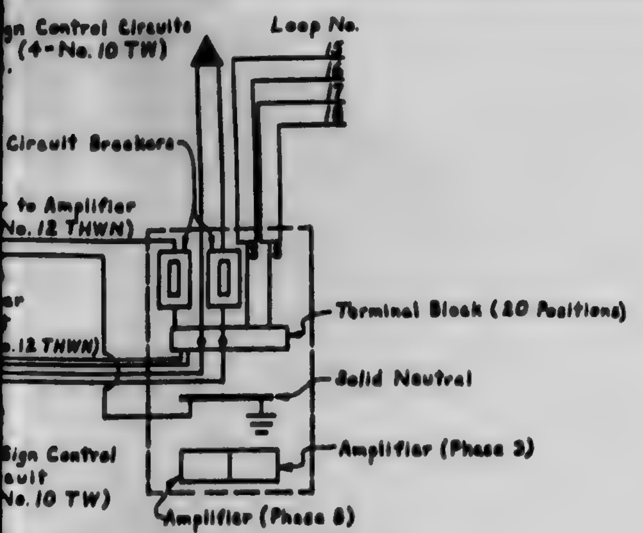
NORMAL PHASE ROTATION



CHANNEL A CHANNEL B CHANNEL C CHANNEL D

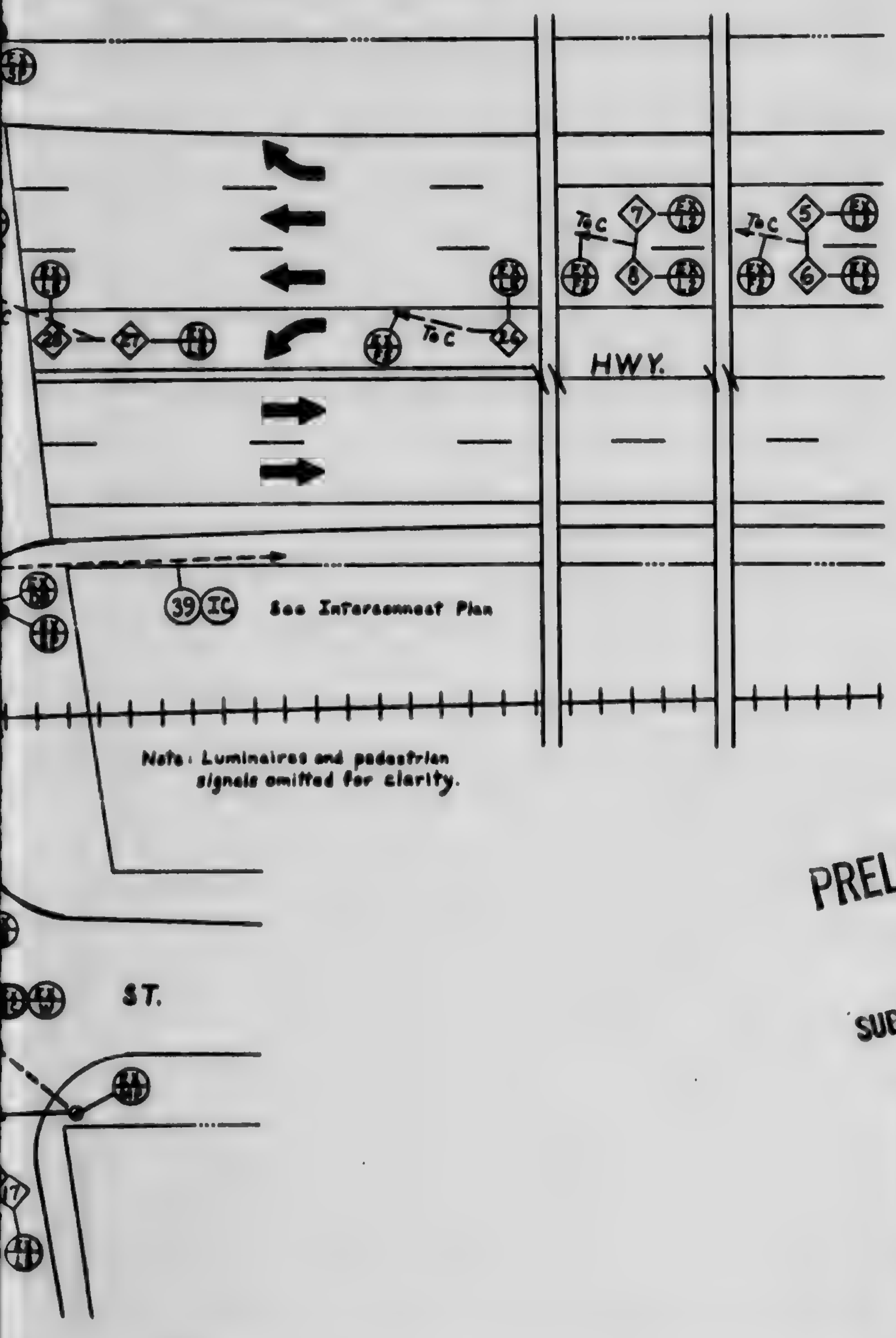
FIRE PRE-EMPTION OPERATION

Note: See Interconnect Plan for Existing Railroad Pre-emption Diagram



Amplifier Power & Output	Color Code
AC +	Red (Blue Tracer)
AC −	White (Blue Tracer)
Output (N.O.) Ph. 3	Green (Blue Tracer)
Output (Common)	Yellow (Blue Tracer)
Output (N.O.) Ph. 8	Orange (Blue Tracer)

TING AMPLIFIER CABINET WIRING



Note: Luminaires and pedestrian signals omitted for clarity.

SIGNAL REVISIONS
TUALATIN VALLEY HWY. AT S.W. 170TH AVE.

SCALE 0 20 40 80 FEET

LEGEND

- Maintain and protect existing power pole (power source)
- Maintain and protect existing power pole (attach interconnect)
- Maintain and protect existing strain pole assembly
- Maintain and protect existing mast arm assembly
- Maintain and protect existing phase (Ph) vehicle signal
- Maintain and protect existing phase (Ph) programmed vehicle signal
- Maintain and protect existing interior illuminated sign
- Maintain and protect existing part time restriction sign
- Maintain and protect existing amplifier cabinet
- Maintain and protect existing service cabinet
- Maintain and protect existing 120 volt meter base
- Maintain and protect existing pull box
- Maintain and protect existing phase (Ph) vehicle detector loop
- Maintain and protect existing phase (Ph) loop feeder wire
- Maintain and protect all existing wiring
- Maintain and protect existing messenger cable
- Maintain and protect existing tether wire.
- Maintain and protect existing electrical conduit
- Existing fire pre-emption detector to provide channel (Ch) detection
- Remove existing controller and type "P" cabinet.
- Ⓒ Install model 170 controller in model 332 cabinet (Cabinet adaptor required see TES Drwg No. 2991)
- ㊴ Install 3/8 inch galvanized steel messenger cable
- (IC) Install ten twisted pair No. 19 shielded interconnect cable
- Revise existing 2-way fire pre-emption detector unit to provide one-way detection for Channel D
- (80) Install supervisory circuit cabinet

Note: Strain pole and mast arm pole assemblies include attached luminaire, terminal cabinet, pedestrian signals and/or pedestrian pushbuttons.

Note: The controller cabinet shall include all components necessary to permit the signal to operate as shown.

Ph= Phase shown

PRELIMINARY COPY
AUG 1 1983
SUBJECT TO MUTUAL REVIEW

CITY APPROVAL

8/31/83
DATE

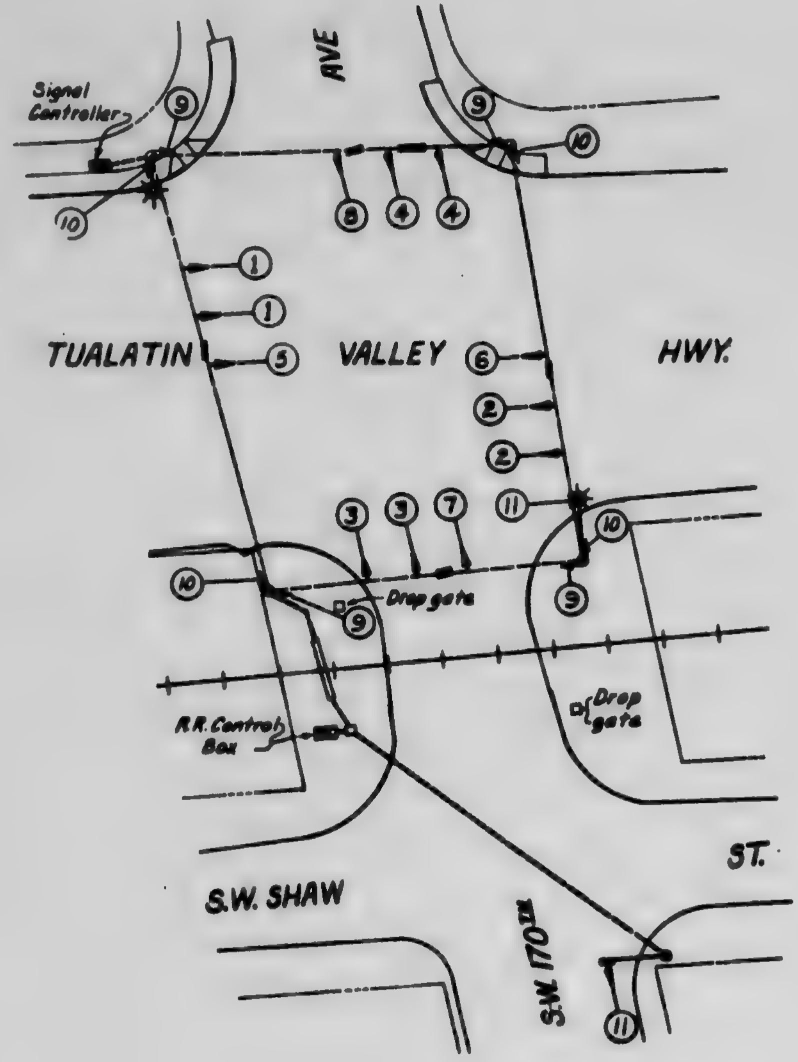
OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
TRAFFIC SIGNAL INSTALLATION
TUALATIN VALLEY HWY. AT S.W. 160TH AVE. SEC.
TUALATIN VALLEY HIGHWAY
WASHINGTON COUNTY

L. E. GEORGE

DESIGNED BY:
CHECKED BY:

DATE

TE DWG. NO. 8602


Signal Controller
AVE
9
9
10
10
8
4
4
1
1
5
6
2
2
TUALATIN
VALLEY
HWY.
3
3
7
11
10
10
9
9
Drop gate
Drop gate
R.R. Control Box
S.W. SHAW
ST.
S.W. 170th
11

EXISTING RAILROAD PRE-EMPTION
(No Scale)

Normal Operational Sequence

Head No.	INDICATION									
1	G	G	Y	R	R	R	R	R	R	R
2	G	G	Y	R	R	R	R	R	R	R
3	R	R	R	R	R	G	G	Y	R	R
4	R	R	R	R	R	G	G	Y	R	R
5	R	R	R	R	R	R	R	R	GLTA	Y
6	R	R	R	R	R	R	R	R	GLTA	Y
7	R	R	R	GLTA	Y	R	R	R	R	R
8	R	R	R	GLTA	Y	R	R	R	R	R
9	W	FDW	DW	DW	DW	DW	DW	DW	DW	DW
10	DW	DW	DW	DW	DW	W	FDW	DW	DW	DW
11	off	off	off	off	off	off	off	off	off	off

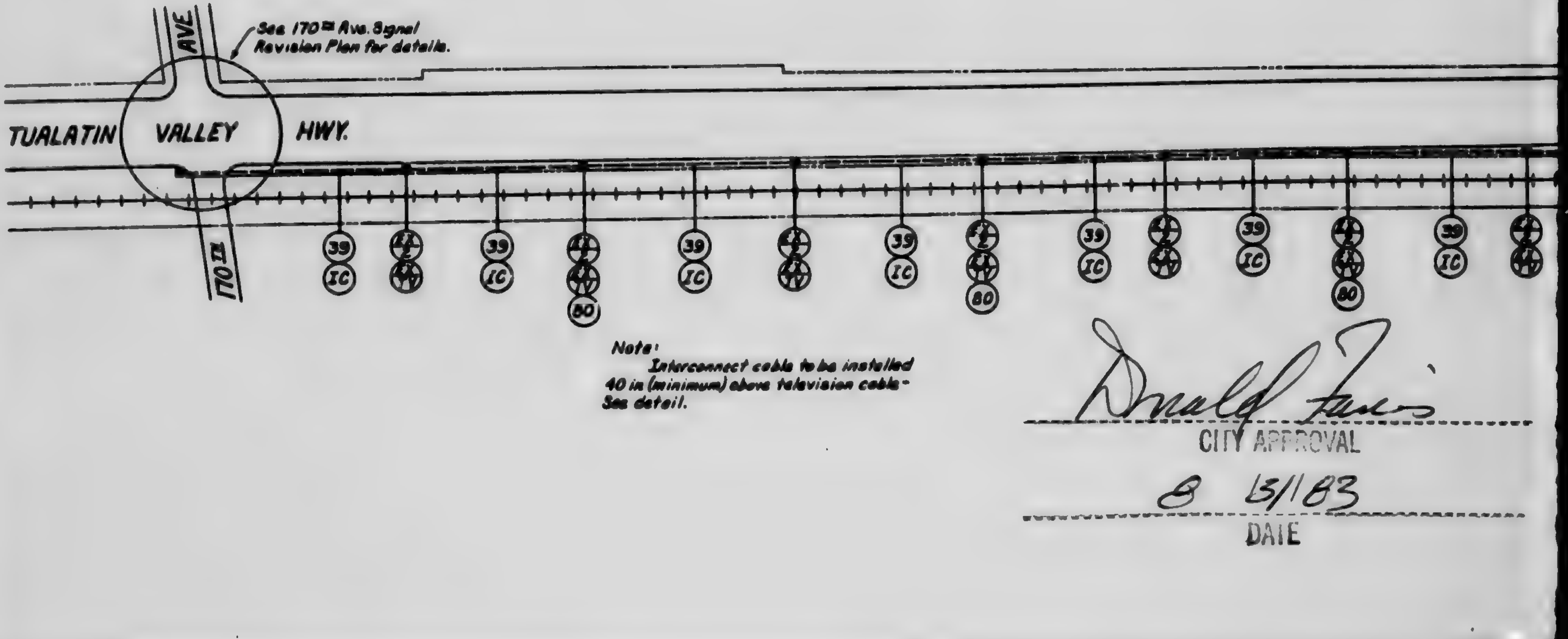
Return to normal operation

Railroad Pre-emption Sequence

1	Y	R	R	R	R	R	R	R	R	R	R	R
2	Y	R	R	R	R	R	R	R	R	R	R	R
3	R	R	R	R	R	R	Y	R	R	R	R	R
4	R	FY	Y	R	FY	Y	FY	FY	Y	R	FY	Y
5	R	R	R	R	R	R	R	R	R	Y	R	R
6	R	R	R	R	R	R	R	R	R	Y	R	R
7	R	R	R	Y	R	R	R	R	R	R	R	R
8	R	FY	Y	FY	FY	Y	R	FY	Y	R	FY	Y
9	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW
10	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW
11	on	on	on	on	on	on	on	on	on	on	on	on

Service all phases except phases 3,4,5 & 8 (Heads No. 3,4,5 & 8)

INT


AVE
TUALATIN
VALLEY
HWY.
170th
39
IC
80

See 170th Ave. Signal Revision Plan for details.

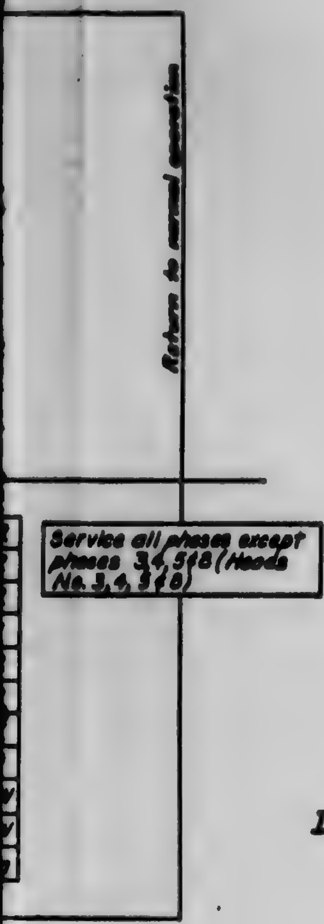
Note:
Interconnect cable to be installed 40 in (minimum) above television cable - See detail.

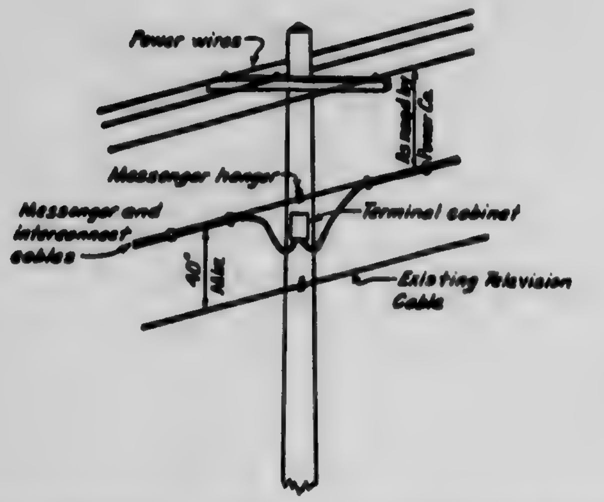
Donald

CITY APPROVAL

8 13/1 83

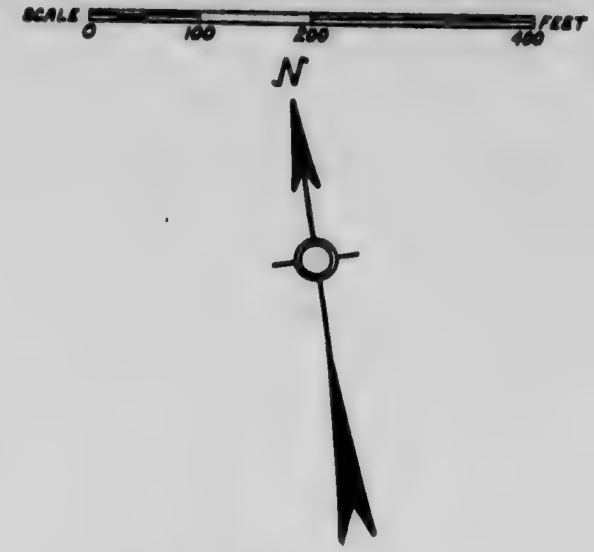
DATE


Return to normal operation
Service all phases except phases 3,4,5&8 (Heads No. 3,4,5&8)


Power wires
As req'd by Power Co.
Messenger hanger
Messenger and interconnect cables
Terminal cabinet
40" Min.
Existing Television Cable

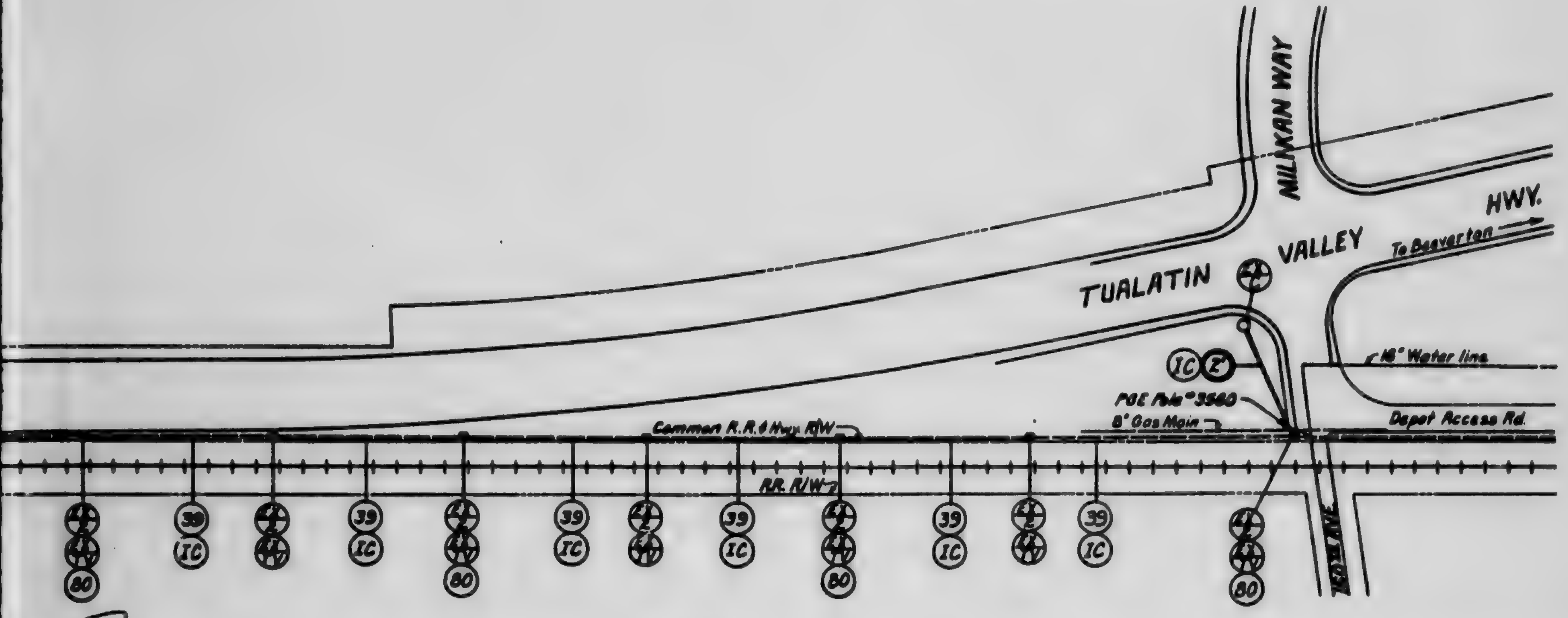
INTERCONNECT CABLE INSTALLATION DETAIL

INTERCONNECT AND UTILITIES PLAN
S.W. 160TH AVE. TO S.W. 170TH AVE.


SCALE
0
100
200
400
FEET
N

L E G E N D

⊕	Signal controller (see signal plan)
⊕	Maintain and protect existing power pole (attach interconnect circuit)
⊕	Maintain and protect existing television cable
80	Install supervisory circuit cabinet
39	Install 3/8 inch galvanized steel messenger cable
IC	Install ten twisted pair No. 19 shielded interconnect cable
2	Install 2 inch electrical conduit


MILLIKAN WAY
TUALATIN VALLEY HWY.
To Beaverton
16" Water line
IC
2
PGE Pole #3560
8" Gas Main
Depot Access Rd.
Common R.R. & Hwy. R/W
RR. R/W
160TH AVE.
80
39
IC
39
IC
80
39
IC
39
IC
80
39
IC
39
IC
80

Fanlos
APPROVAL
/1/83
E

PRELIMINARY COPY
AUG 1 0 1983
SUBJECT TO MUTUAL REVIEW

L. E. GEORGE
7/14/83

DESIGNED BY: ....
CHECKED BY: ....

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
TRAFFIC SIGNAL INSTALLATION
TUALATIN VALLEY HWY. AT S.W. 160TH AVE. SEC.
TUALATIN VALLEY HIGHWAY
WASHINGTON COUNTY

DATE

T.E. DWG. NO. 8603

7726

Section Tualatin Valley Hwy. at SW. 160th Ave **Programming Estimate $** ________

Highway Tualatin Valley **Project Length** N/A

County Washington **Completion Time** 200 Calendar Days

Kind of Work Traffic Signal Installation **Est. Comp. Date** 5-11-84

Prefix 134-8278 **Letting Date** Sept 22, 83 **Project No.** State

Rec'v'd 8/17/83 @ 11:15 [illegible]

4.6% Grp. 8

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 97,013^{00}
Anticipated Additional Items:		
Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished ______		
Roadside Seeding & Mulching		$ 3,825^{00}
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x ___ hrs.)		
State Responsibility for Damages		
Signal Controller Testing	2,675	
"OPTICOM" Testing	150	
Bikeway Signs		
Bikeway Striping & Legend		
Turn On	1,000	
Adjust Utilities:		
Subtotal		$ 100,838^{00}
Contingencies (4-1/2%)		4,537^{71}
Engineering (~~8~~, [✓ 9], ~~10~~%)		9,075^{42}
Subtotal		$ 114,451.13
Credit for ______		—
Estimated Net Authorization, Construction		$ 114,451^{13}

APPROVED

____

Road Design Engineer

Rev. 11/81

OREGON STATE

SUMMARY--BID SCHEDULE--COST ESTIMATE

HIGHWAY DIVISION

Section: Tualatin Valley Hwy. at SW 160th Ave Sec.	County: Wash	Sheet 1 of 1	
Kind of Work: Traffic Signal Installation	Length:	Date: 8/10/83	Name: Bergstedt

No.	Item	Code	Unit	Quant.	Unit Cost	Total
	Temporary Protection and Direction of Traffic		Lump Sum	All	Lump Sum	900 –
	Temporary Signs		Sq. Ft.	198	6 ^{00}	1188 ^{00}
	Flagmen		Hour	40	15 ^{00}	600 ^{00}
	Traffic Signal Installation, Complete		Lump Sum	All	Lump Sum	89,460
	Fire Pre-emption System, Complete		Lump Sum	All	Lump Sum	4,865

COST ANALYSIS UNIT. 8-10-83 Be
THIS ENGINEERING ESTIMATE IS PRICED FOR
BID LETTING 9-22-83

7726

29
N

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic

TRA 7-6

TO: MEMO TO FILE

DATE: November 19, 1982

FROM: G. P. McLaughlin G. P. McLaughlin
Signal Designer

SUBJECT: Proposed Signal Installation
Tualatin Valley Highway at 160th
Washington County

1 ✓
2 Anderson A
Adams
3 Sullivan Jur
Tarpin

RECEIVED
1982
ROAD DESIGN
SECTION

On November 17, 1982, Tom Schwab and Lee Gunderson, Metro Region, Donald R. Faris, City of Beaverton Traffic Coordinator, and I met in Mr. Schwab's office to discuss pending design work on the subject project. Mr. Faris stated that it is City policy to install mast arm signal poles at all locations under their jurisdiction. However, due to financial considerations, he requested two preliminary plans and estimates, one utilizing mast arms and one span wire, for City perusal before final design is started. Mr. Faris also requested that fire pre-emption, intersection illumination, and interconnect to the intersection of the Tualatin Valley Highway at 170th be included in the project.

During the discussion, some apparent discrepancies were noted in the intersection plan as supplied the Design Unit. Mr. Faris said he would check and advise as to the proper configuration. No further design work will be done until this information is received.

GPM:ds

cc: Tom Schwab
Lee Gunderson
Donald R. Faris

REFERRED TO
Watson W
Dorn
Lou
Due
BY FINAL DESIGN ENGINEER

NOTED
W. R. ZIRBES

972c

July 23, 1982

Lon Topaz
Community Development Director
City of Beaverton
4950 S.W. Hall Blvd.
Beaverton, Oregon 97005

Dear Mr. Topaz:

SUBJECT: Tualatin Valley Highway at SW 160th Avenue
Traffic Signal Installation

As described in our Agreement No. 7459, our preliminary engineering work for the subject project will begin upon our receipt of the City's advance deposit in the amount of $10,500.

You may use one of the three options for payment described in the attachment.

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN
D. E. Swan, P.E.
Program Control Engineer

KEH:pf
Attachment

bcc w/AD # 82-65: Jon Rose, Metro Region
Vern Skoog - Please return completed AD # 82-65 when advance deposit is received.

Rec'd
8-13-82

1983 Tualatin River (Fern Hill Road) Bridge FAS A677 (gr, pav, str) 9727

-.9727

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: June 22, 1987

COUNTY: Washington AGREEMENT NO: 7540 PROJECT NO: BRS-A677(1,2 & 4)

CONTRACT NO: 9727 SECTION: Tualatin River (Fern Hill Rd.) Bridge

PRELIMINARY ENGINEERING PREFIX C534-1950

	Participating	Non Participating
Project Manager	$ 42,462.41	$ 365.84
Payment to Local Government	1,514.38	
Final Design	10,518.24	
Right of Way Descriptions	2,313.60	
Region Geology	408.51	
Traffic Section	75.12	
Right of Way Liaison	171.36	
Region Utility Liaison	135.92	
Audit Services	64.08	
Location Section	1,124.31	
Administrative Services	144.55	
Environmental Section	249.81	
Free Bridge Design	6,607.55	
Free Specifications	1,599.42	
Right of Way Utility Engineer	62.05	
Soils Engineer	276.15	
Hydraulics	1,603.67	
Structural Foundations	7,387.21	
Program Section	191.67	
Total P.E. Cost	$ 76,910.01	$ 365.84
Less Free Bridge Design & Specs.	(8,206.97)	-0-
TOTAL COUNTY P.E. COST	$ 68,703.04	$ 365.84

RIGHT OF WAY PREFIX C534-2542

	Participating	Non Participating
Appraisal Review	$ 12.73	
Acquisition Expense (County)	10,073.17	
Audit Services	179.80	
Program Section	19.03	
Right of Way Office Expense	211.30	
Right of Way Descriptions	124.86	
TOTAL RIGHT OF WAY COST	$ 10,620.89	$ -0-

CONSTRUCTION PREFIX C534-1097 & C9727

Payment to Contractor	$251,037.75	$
Field Engineering	24,676.66	913.74
Payment of Local Government	202.28	
Program Section	16.46	
Materials Lab	6,415.70	
Technical Services	1,645.26	
Construction Branch	470.62	
Accounting Section	1,709.55	
TOTAL CONSTRUCTION COST	$286,174.28	$ 913.74

SUMMARY

Total Participating P.E. Cost	$ 68,703.04
Total Participating R/W Cost	10,620.89
Total Participating Const. Cost	286,174.28
Total Participating Cost	$365,498.21

Federal Funds		
P.E. (80%)	$ 54,962.43	
R/W (80%)	8,496.72	
Const. (80%)	228,939.42	$(292,398.57)
Subtotal		73,099.64
Plus Non Participating County Cost		1,279.58
Less State Share 1/2 Non Participating Field Engineering		(456.87)
Less Match on R/W Work Performed by the County		(2,014.63)
Less Advance Deposits		
P.E. AD #995	$ 5,800.00	
Const. AD #83-86	59,200.00	(65,000.00)
BALANCE DUE FROM COUNTY		$ 6,907.72

MKS:me

9727

OREGON

HIGHWAY DIVISION INVOICE

AGENCY	CURRENT DOCUMENT NUMBER
02	145323
DATE	VENDOR NUMBER
5/13/87	0001003084-00

YOUR ORDER NUMBER	BILLING REQ. NUMBER
	CA 5653

Washington County
150 N. First
Hillsboro OR 97123

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
434 TRANSPORTATION BUILDING
SALEM OR 97310-0780

T.C.	E.A. SUB JOB	SPECD	ORG. UNIT	OBJ DTL	ACT.	REVENUE SOURCE	AGY. SRC.	AMOUNT
617	C09727-011	L02	8004			844010	10	~~$7719.18~~

PROG	APP SYM	FUND CODE	FUND DETAIL	FUND SOURCE

DESCRIPTION:

Final Settlement BRS 677 (1,2, & 4)
Tualatin River (Fern Hill Rd.) Bridge

See attached itemized statement

3172 - 52238 -
7/27

AMOUNT DUE: $7,719.18

GL 1140

TOTAL PRICE

MAY 19 1987

Reid 9-2-88

6,907.72

SPECIAL INSTRUCTIONS (FOR ACCOUNTING USE ONLY)

JUL 28 RECD

TOTAL AMOUNT DUE $7,719.18

734-1150 (11-86)

IF YOU HAVE QUESTIONS ABOUT THIS INVOICE PLEASE CONTACT: Mike Shultz 378-6514 Anne Hernandez (INVOICE PREPARER) PH. 378-5034

PROGRAM SECTION
MANAGER ____ OFFICE ____
FA UNIT ____ PROGRAM UNIT ____
SE[illegible]
REFER TO ____
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

Oregon Department of Transportation
HIGHWAY DIVISION

HIGHWAY DIVISION INVOICE

L 07937 090288

YOUR ORDER NUMBER	BILLING REQ. NUMBER	AGEN	CURRENT DOCUMENT NUMBER
	CA 5653	02	145323
		DATE	VENDOR NUMBER
		5/13/87	0001003084-00

Washington County
150 N. First
Hillsboro OR 97123

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
434 TRANSPORTATION BUILDING
SALEM OR 97310-0780

T.C.	E.A. SUB JOB	SPECD	ORG. UNIT	OBJ DTL	ACT.	REVENUE SOURCE	AGY. SRC.	AMOUNT
~~617~~ 350	C09727-011 F03115-00	~~L02~~	8004			844010	10	~~$7719.18~~ 6907.72

PROG	APP SYM	FUND CODE	FUND DETAIL	FUND SOURCE

FOLD

DESCRIPTION:

Final Settlement BRS A677 (1,2, & 4)
Tualatin River (Fern Hill Rd.) Bridge

See attached itemized statement

AMOUNT DUE: $7,719.18

GL ~~1140~~

SPECIAL INSTRUCTIONS (FOR ACCOUNTING USE ONLY)

Correct amt per
Mike Schultz
Local Prog.
9/2/88 AM

TOTAL PRICE

Rec'd 9-2-88 Sm

TOTAL AMOUNT DUE 6907.72 ~~$7,719.18~~

Mike Shultz 378-6514

IF YOU HAVE QUESTIONS ABOUT THIS INVOICE PLEASE CONTACT: Anne Hernandez (INVOICE PREPARER) PH. 378-5034

734-1150 (11-86)

9727

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building, Salem, OR 97310

STATE Oregon

FEDERAL AID PROJECT NO. 2nd Post Final BRS-A677(1)

PROGRAM APPROVED

VOUCHER PERIOD From: 11/13/81 To: 8/30/83

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
77,275.85	76,910.01	80%	61,528.01	61,528.01	-0-

118

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By Controller *Authorized Officer* 12/29/86 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $

Amount Approved $

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative Date

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	TUALATIN RIVER (FERN HILL) BRIDGE SECTION COUNTY ROAD IN WASHINGTON COUNTY					
	Preliminary Engineering Type Code P.E.					
	Work by Washington County	All Required			$ 1,514.38	
	State	All Required			75,331.55	
	TOTAL PARTICIPATING PRELIMINARY ENGINEERING				**$76,845.93**	
	Misc. Project Cost					
	Audit Expense	All Required			$ 64.08	
	TOTAL PARTICIPATING PROJECT COST				**$76,910.01**	
	Non Participating Project Cost					
	Preliminary Engineering (State)	All Required			$ 365.84	
	TOTAL PROJECT COST				**$77,275.85**	
	Prepared based on Participating Cost as shown on the Federal Billing as of 12/29/86.					
	AMOUNT CARRIED FORWARD					

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REPORT NO: FMBL003-1                              OREGON DEPARTMENT OF TRANSPORTATION                                PAGE 427
SEQ: FEDERAL APPROPRIATION, FEDERAL                  FINANCIAL MANAGEMENT SYSTEM                           RUN 01/28/87 21:48
     PROJECT, AGREEMENT, EA-SUBJOB                  OREGON STATE HIGHWAY DIVISION
                                                         FHWA BILLING VOUCHER

FEDERAL APPROPRIATION: 118

 AGREEMENT       TOTAL COSTS      AMOUNT       --PARTICIPATION--       AGREEMENT       FEDERAL    -ADJUSTMENT-        VOUCHER
   EA/SUBJOB       TO DATE     PREV CLAIMED    AMOUNT     PERCENT        AMOUNT          SHARE     AMOUNT  CODE         AMOUNT
FEDERAL PROJECT: BRS -A664-001
*******************************

 F02867
   C5031901-010        11.50           .00           .00
   C5031901-011    35,543.22     27,758.18     35,543.22

 AGREEMENT TOTALS  35,554.72     27,758.18     35,543.22  80.00    27,758.18     28,434.58     676.40 B            .00

FED PROJ TOTALS    35,554.72     27,758.18     35,543.22           27,758.18     28,434.58     676.40 B            .00
FEDERAL PROJECT: BRS -A677-001
*******************************

 F03120
   C5341950-010       365.84           .00           .00
   C5341950-011    76,940.01     61,528.01     76,940.01

 AGREEMENT TOTALS  77,305.85     61,528.01     76,940.01  80.00    61,528.01     61,552.01      24.00 B            .00

FED PROJ TOTALS    77,305.85     61,528.01     76,940.01           61,528.01     61,552.01      24.00 B            .00
FEDERAL PROJECT: BRS -A685-004
*******************************

 F03119
   C5341949-011    36,740.70     29,392.56     36,740.70

 AGREEMENT TOTALS  36,740.70     29,392.56     36,740.70  80.00    29,392.56     29,392.56        .00              .00

FED PROJ TOTALS    36,740.70     29,392.56     36,740.70           29,392.56     29,392.56        .00              .00
FEDERAL PROJECT: BRS -A690-001
*******************************

 F03118
   C5341948-010         9.00           .00           .00
   C5341948-011    25,113.26     20,090.61     25,113.26

 AGREEMENT TOTALS  25,122.26     20,090.61     25,113.26  80.00    20,090.61     20,090.61        .00              .00

FED PROJ TOTALS    25,122.26     20,090.61     25,113.26           20,090.61     20,090.61        .00              .00
FEDERAL PROJECT: BRS -A729-001
*******************************

 F03081
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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                              JUNE 1985        PAGE 1142

                                                                                          FISCAL          GRAND TOTAL
     DESCRIPTION                PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH          YEAR TO DATE         TO DATE
                           534   1950      927     00 P 1                                                  6,596.15 ← 6607.55
                           534   1950      932     00 P 1                                                     62.05 -
                           534   1950      935     00 P 1                                                    276.15
                           534   1950      937     00 P 1                                                  1,603.67
                                           TOT        P1                                    52.37CR       52,881.04
                                           TOT        N1                                                     365.84
                                        ** JOB TOTALS **                   **               52.37CR**     53,246.88  **

 TUALATIN R OFLW BRIDGES      CONT NO     * FA PROJ NOS BRS A677003 100                                                STATE
                           534   1953      296     00 N 9          482.24CR           6,108.33CR      17,852.39CR
                           534   1953      297     00 N 9                             1,234.55         4 302.30
                           534   1953      298     00 N 9          482.24             4,873.78        13,550.09
                           534   1953      901     00 P 1                               686.58         6,539.03
                           534   1953      901     00 N 1                                                374.87
                           534   1953      905     00 P 1          523.25             2,136.90         3,134.13
                           534   1953      906     00 P 1                                                 11.00
                           534   1953      910     00 P 1                             1,319.53         1,535.08
                           534   1953      911     00 P 1                               445.26           445.26
                           534   1953      914     00 P 1                               683.63           683.63
                           534   1953      918     00 P 1                                                  1.52
                           534   1953      920     00 P 1                               200.75           200.75
                           534   1953      921     00 P 1        1,170.61             1,963.56         1,963.56
                           534   1953      922     00 P 1            8.71                39.74            39.74
                           534   1953      923     00 P 1           36.84               233.62           233.62
                           534   1953      926     00 P 1                             1,266.71         2,235.23
                           534   1953      926     00 N 1                                                124.37
                           534   1953      929     00 P 1                               963.62           963.62
                           534   1953      932     0C P 1                                53.41            53.41
                           534   1953      933     00 P 1                                                133.64
                           534   1953      937     00 P 1                               503.80           503.80
                                           TOT        P1         1,739.41            10,497.11        18,677.02
                                           TOT        N1                                                 499.24
                                        ** JOB TOTALS **         1,739.41  **        10,497.11  **    19,176.26  **

 ROCK CR - SCHOLLS HWY SEC    CONT NO       FA PROJ NOS RS  A673001 100                                            STATE
                           534   1958      296     00 N 9          763.76CR           2,237.23CR       2,237.23CR
                           534   1958      298     00 N 9          763.76             2,237.23         2,237.23
                           534   1958      9[illegible]     00 P 1           39.27             1,546.91         1,546.91
                           534   1958      918     00 P 1                                 6.64             6.64
                           534   1958      933     00 P 1            5.41             1,022.91         1,022.91
                           534   1958      935     00 P 1             .02                 6.22             6.22
                                           TOT        P1            44.70             2,582.68         2,582.68
                                        ** JOB TOTALS **            44.70  **         2,582.68  **     2,582.68  **

 GLENCOE RD-W UNION           CONT NO      * FA PROJ NOS RS  A686001   58 RS  A685001  42                          STATE
                           534   1970      296     00 N 9                                             94,529.34CR
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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS JUNE 1985 PAGE 1141

DESCRIPTION		PREFIX	FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
MCKAY&MCKAY CR O'FLOW BRGS	CONT NO	* FA PROJ NOS BRS A685004 100							STATE
		534	1949	296	00 N 9			35,645 18CR	
		534	1949	297	00 N 9			6,533 68	
		534	1949	293	00 N 9			29,111 50	
		534	1949	901	00 P 1			11,625 69	
		534	1949	903	00 P 1			315 75	
		534	1949	905	00 P 1			5,051 42	
		534	1949	906	00 P 1			253 63	
		534	1949	909	00 P 1			3,171 08	
		534	1949	911	00 P 1			182 79	
		534	1949	913	00 P 1			203 36	
		534	1949	914	00 P 1			121 31	
		534	1949	920	00 P 1			79 39	
		534	1949	921	00 P 1			2,574 34	
		534	1949	922	00 P 1			35 14	
		534	1949	923	00 P 1			257 95	
		534	1949	926	00 P 1			6,340 53	
		534	1949	927	00 P 1			3,151 61	
		534	1949	932	00 P 1			31 03	
		534	1949	933	00 P 1			216 70	
		534	1949	937	00 P 1			2,505 43	
		534	1949	950	00 P 1			152 13	
				TOT	P1			36,389 38	
				** JOB TOTALS **		**	**	36,389 38	**
TUALATIN R(FERN HILL RD) BR	CONT NO	* FA PROJ NOS BRS A677001 100							STATE
		534	1950	205	00 P 1		85 83		
		~~534~~	~~1950~~	~~296~~	~~00 N 9~~		~~1,596 44CR~~	~~51,933 97CR~~	
		~~534~~	~~1950~~	~~297~~	~~00 N 9~~		~~442 17~~ 326 17	~~9,628 14~~	
		534	1950	298	00 N 9		1,278 27	42,304 83	✓
		534	1950	901	00 P 1			18,433 44	✓
		534	1950	901	00 N 1			265 94	✓
		534	1950	903	00 P 1		202 28CR	1,514 38	✓
		534	1950	905	00 P 1			10,518 34	✓
		534	1950	906	00 P 1			11 48	To 927 6607.55
		534	1950	909	00 P 1			2,313 60	✓
		534	1950	910	00 P 1			408 51	✓
		534	1950	911	00 P 1			5 1[illegible]	✓
		534	1950	913	00 P 1			171 36	✓
		534	1950	914	00 P 1			135 92	
		534	1950	915	00 P 1		64 08	64 08	
		534	1950	918	00 P 1			1,124 31	✓
		534	1950	920	00 P 1			191 6[illegible]	
		534	1950	921	00 P 1			[illegible]	To 924
		534	1950	922	00 P 1			144 [illegible]	
		534	1950	927	00 P 1			143 31	✓
		534	1950	926	00 P 1			[illegible]	

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2/04/87                                                       JOB COST SUMMARY
                                                   SUBJOB/ACTIVITY/OBJ-DETAIL CRE
                                                       PAYROLL CHARGES ARE LOADED

                                                               CREW          MSA
               EA        SUBJOB    ACTIVITY    OBJ-DETAIL     NUMBER        FIELD

            C5341950      011        900          001          8004
            C5341950      011        900          001          8004

            C5341950      011        900          001

            C5341950      011        900

            C5341950      011

            C5341950
```

JOB COST SUMMARY
SUBJOB/ACTIVITY/OBJ-DETAIL CRE NUMBER
PAYROLL CHARGES ARE LOADED

TAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE
	8004		.00	20,907.70
	8004		.00	20,907.70
			.00	20,907.70
			.00	20,907.70
			.00	20,907.70
			.00	20,907.70
			.00	34,478.50
				3121.27

9727

5-4-1041

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

12-29-86

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building, Salem, OR 97310

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

STATE Oregon	**FEDERAL AID PROJECT NO.** BRS-A677(4)
PROGRAM APPROVED	**VOUCHER PERIOD** From: 8/31/83 To: 6/12/86

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
287,088.02	286,174.28	80%	228,939.42	228,939.42	-0-

114

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By Controller *Authorized Officer* 12/29/86 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $

Amount Approved $

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	TUALATIN RIVER (FERN HILL RD., 1335A) BRIDGE SECTION FAS-A677 WASHINGTON COUNTY					
	Construction Type Code I000 Roadway (Sta. 67+99.53 through EQ Sta. 69+17.65 = Sta. 109+72.86-Sta. 114+56) (Sta. 115+74.89 through EQ Sta. 121+35.66 = Sta. 81+39.22 - Sta. 82+86.57)					
	Final Contract Payment Summary	Lump Sum			$142,607.58	
	Type Code X080 Structure, Bridge No. 1335A (Sta. 114+53 to Sta. 115+74.89)					
	Final Contract Payment Summary	Lump Sum			$108,430.17	
	TOTAL PARTICIPATING CONSTRUCTION COST				**$251,037.75**	
	Construction Engineering					
	State	All Required			$ 35,136.53	
	TOTAL PARTICIPATING PROJECT COST				**$286,174.28**	
	Non Participating Project Cost					
	State	All Required			$ 913.74	
	TOTAL PROJECT COST				**$287,088.02**	
	Prepared based on Participating Cost as shown on the Federal Billing as of 12/24/86.					
	AMOUNT CARRIED FORWARD					

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS JUNE 1985 PAGE 453

DESCRIPTION	PREFIX	FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	END
	~~534~~	~~1097~~	~~296~~	~~00~~	~~N 9~~		~~48,277.31CR~~	~~299,250.24CR~~	~~83~~	~~85~~
	~~534~~	~~1097~~	~~297~~	~~00~~	~~N 9~~		~~8,774.89~~	~~55,370.86~~	~~83~~	~~84~~
	~~534~~	~~1097~~	~~298~~	~~00~~	~~N 9~~		~~31,502.42~~	~~243,879.38~~	~~83~~	~~85~~
	534	1097	900	00	P 1	6.51CR	2,730.50	48,054.11	83	85
	534	1097	900	00	N 1		1.38	913.74	83	84 Question
	534	1097	903	00	P 1		202.28	202.28	84	84
	534	1097	920	00	P 1			16.46	84	~~84~~
	534	1097	940	00	P 1	.94CR	352.22	2,783.77	83	85
	534	1097	941	00	P 1			3,378.75	83	84
	534	1097	942	00	P 1			80.69	84	84
	534	1097	944	00	P 1	.18CR	52.94	1,645.26	83	85
	534	1097	945	00	P 1	1.51CR	333.03	470.62	83	85
	534	1097	948	00	P 1			1,709.55	84	84
	534	1097	950	00	P 1			1,819.84	83	84
			TOT	P1		9.14CR	31,909.91	304,840.08		
			TOT	N1			1.38	913.74		
			** JOB TOTALS **			9.14CR**	31,911.29 **	305,753.82 **		
	CONT NO 9098 * FA PROJ NOS RS A696001 100								STATE	
DEER CREEK	536	1084	201	00	P 1			484,361.42	80	81
	536	1084	208	00	N 1			17.15CR	81	81
	536	1084	220	02	P 1			6,449.67	81	82
	536	1084	220	03	P 1			561.45	81	81
	536	1084	270	01	P 1			534.51	80	81
	536	1084	296	00	N 9		7,349.59CR	524,009.14CR	80	85
	536	1084	297	00	N 9		7,071.29	33,371.29	81	85
	536	1084	298	00	N 9		278.30	490,637.85	80	84
	536	1084	900	00	P 1			63,263.25	80	84
	536	1084	900	00	N 1			786.15	80	81
	536	1084	920	00	P 1			165.92	80	82
	536	1084	928	00	N 1			17.15	81	81
	536	1084	940	00	P 1			71.02	81	81
	536	1084	944	00	P 1			219.02	81	81
	536	1084	945	00	P 1			861.00	81	84
	536	1084	948	00	P 1			107.01	81	84
			TOT	P1				556,594.27		
			TOT	N1				786.15		
			** JOB TOTALS **			**	**	557,380.42 **		
	CONT NO 9975 FA PROJ NOS RS A563002 100								STATE	
WILLAMINA CREEK BRIDGE	536	1096	201	00	P 1	40,828.28	51,008.88	51,008.88	85	85
	536	1096	296	00	N 9	16,353.76CR	18,510.51CR	18,510.51CR	85	85
	536	1096	298	00	N 9	16,353.76	18,510.51	18,510.51	85	85
	536	1096	900	00	P 1	4,308.97	11,368.17	11,368.17	85	85
	536	1096	900	00	N 1		34.96	34.96	85	85
	536	1096	920	00	P 1	.42CR	93.73	93.73	85	85
	536	1096	921	00	P 1		626.75	626.75	85	85

6415.70

3172.09

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS JUNE 1985 PAGE 452

DESCRIPTION	PREFIX	FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE BEG	YRS END
GERMANTOWN RD@CORN PAS RD	CONT NO 9357 * FA PROJ NOS HES A663001 100							STATE	
	534	1059	201	00 P 1			51,279.05	81	82
	534	1059	206	00 N 1			33.30	82	82
	534	1059	296	00 N 9			57,908.47CR	81	83
	534	1059	297	00 N 9			5,820.82	81	83
	534	1059	298	00 N 9			52,087.65	81	83
	534	1059	900	00 P 1			6,059.76	81	82
	534	1059	920	00 P 1			131.16	81	82
	534	1059	940	00 P 1			67.00	81	81
	534	1059	941	00 P 1			.92	82	82
	534	1059	944	00 P 1			65.53	81	82
	534	1059	945	00 P 1			253.60	81	83
	534	1059	948	00 P 1			18.15	83	83
			TOT	P1			57,875.17		
			TOT	N1			33.30		
			** JOB TOTALS **		**	**	57,908.47 **		
GLENCOE RD&WEST UNION RD	CONT NO 9361 F? PROJ NOS RS A685003 100							STATE	
	534	1061	201	00 P 1			563,224.01	81	83
	534	1061	201	00 N 1			1,800.00	82	82
	534	1061	205	02 P 1		1,023.72		83	84
	534	1061	206	00 N 1			185.66	83	83
	534	1061	220	03 P 1	4.42CR	34,052.92	34,052.92	84	85
	534	1061	270	02 P 1		21,564.49	95,483.89	83	84
	534	1061	296	00 N 9		59,643.20CR	753,289.10CR	81	85
	534	1061	297	00 N 9			50,000.00	81	84
	534	1061	298	00 N 9		59,643.20	703,289.10	81	85
	534	1061	300	00 P 1	6.82CR	10,104.89	91,662.69	81	85
	534	1061	900	00 N 1	.39CR	7,778.20CR	2,789.95	82	85
	534	1061	915	00 P 1	2.08CR	878.67	878.67	84	85
	534	1061	920	00 P 1			131.21	81	85
	534	1061	940	00 P 1			5,166.14	81	84
	534	1061	941	00 P 1			986.68	81	83
	534	1061	942	00 P 1			2,487.95	81	83
	534	1061	944	00 P 1			916.74	81	83
	534	1061	945	00 P 1			1,084.37	81	83
	534	1061	946	00 P 1			139.24	81	83
	534	1061	948	00 P 1			657.14	81	84
	534	1061	950	00 P 1			675.81	81	83
			TOT	P1	13.32CR	67,624.69	797,547.46		
			TOT	N1	.39CR	7,778.20CR	4,775.61		
			** JOB TOTALS **		13.71CR**	59,846.49 **	802,323.07 **		
TUALATIN R BR #1335	CONT NO 9727 FA PROJ NOS BRS A677004 100							STATE	
	534	1097	201	00 P 1		23,047.37	250,978.75 ✓	83	84
	534	1097	204	00 P 1		5,191.57	6,200.00	83	84

REPORT NO: FMBL003-1
SEQ: FEDERAL APPROPRIATION, FEDERAL
PROJECT, AGREEMENT, EA-SUBJOB

OREGON DEPARTMENT OF TRANSPORTATION
FINANCIAL MANAGEMENT SYSTEM
OREGON STATE HIGHWAY DIVISION
FHWA BILLING VOUCHER

FEDERAL APPROPRIATION: 114

AGREEMENT EA/SUBJOB	TOTAL COSTS TO DATE	AMOUNT PREV CLAIMED	--PARTICIPATION-- AMOUNT	PERCENT	AGREEMENT AMOUNT	FEDERAL SHARE	-ADJUSTMENT- AMOUNT	CODE	VOUCHER AMOUNT
FEDERAL PROJECT: BRS -A677-003 ********************************									
F03121									
AGREEMENT TOTALS	19,185.26	14,948.82	18,686.02	80.00	14,948.82	14,948.82	.00		.00
FED PROJ TOTALS	19,185.26	14,948.82	18,686.02		14,948.82	14,948.82	.00		.00
FEDERAL PROJECT: BRS -A677-004 ********************************									
F03115									
C09727 -000	17,034.96-	8.62	23,234.96-						
C09727 -010	24,243.41	.00	.00						
C09727 -011	279,849.57	210,243.07	286,049.57						
AGREEMENT TOTALS	287,058.02	210,251.69	262,814.61	80.00	228,939.42	210,251.69	.00		.00
FED PROJ TOTALS	287,058.02	210,251.69	262,814.61		228,939.42	210,251.69	.00		.00
FEDERAL PROJECT: BRS -A685-005 ********************************									
F03110									
C09735 -000	153.67-	.07	153.67-						
C09735 -010	15,301.76	.00	.00						
C09735 -011	189,855.29	151,761.23	189,855.29						
AGREEMENT TOTALS	205,003.38	151,761.30	189,701.62	80.00	151,761.30	151,761.30	.00		.00
FED PROJ TOTALS	205,003.38	151,761.30	189,701.62		151,761.30	151,761.30	.00		.00
FEDERAL PROJECT: BRS -A685-006 ********************************									
F03126									
C5342542-011	9,534.71	7,627.77	9,534.71						
AGREEMENT TOTALS	9,534.71	7,627.77	9,534.71	80.00	9,600.00	7,627.77	.00		.00
FED PROJ TOTALS	9,534.71	7,627.77	9,534.71		9,600.00	7,627.77	.00		.00
FEDERAL PROJECT: BRS -A690-002 ********************** ******									
F03111									

1/31/87

JOB COST SUMMARY
EA UBJOB/ACTIVITY/OBJ-DETAIL CREW-NUM
PAYROLL CHARGES ARE LOADED

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	C
C09727	000		550	8215		
C09727	000		550	8215		
C09727	000		550			
C09727	000		555	0521		
C09727	000		555	0521		
C09727	000		555			
C09727	000					
C09727	000	010	001	0821		
C09727	000	010	001	0821		
C09727	000	010	001			
C09727	000	010				
C09727	000	900	001	8004		
C09727	000	900	001	8004		
C09727	000	900	001	8023		
C09727	000	900	001	8023		
C09727	000	900	001			
C09727	000	900	030	8023		
C09727	000	900	030	8023		
C09727	000	900	030			
C09727	000	900	548	8023		
C09727	000	900	548	8023		
C09727	000	900	548			
C09727	000	900	550	8023		
C09727	000	900	550	8023		
C09727	000	900	550			
C09727	000	900				
C09727	000	901	001	7100		
C09727	000	901	001	7100		
C09727	000	901	001			

JOB COST SUMMARY
UBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED

CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE
8215		.00	14.00
8215		.00	14.00
		.00	14.00 ✓
0521		.00	13.70
0521		.00	13.70
		.00	13.70 ✓
		.00	27.70
0821		.00	154.86 ✓
0821		.00	154.86
		.00	154.86
		.00	154.86 ✓
8004		.00	20,937.70- To P.E.
8004		.00	20,937.70-
8023		.00	322.35
8023		.00	322.35 ✓
		.00	20,615.35-
8023		.00	47.13
8023		.00	47.13
		.00	47.13 ✓
8023		.00	9.75
8023		.00	9.75
		.00	9.75 ✓
8023		.00	46.00
8023		.00	46.00
		.00	46.00 ✓
		.00	20,512.47-
7100		.00	43.73
7100		.00	43.73
		.00	43.73 ✓

1/31/87

JOB COST SUMMARY
EA JBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMB
PAYROLL CHARGES ARE LOADED

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD
C09727	000	901			
C09727	000	940	001	8200	
C09727	000	940	001	8200	
C09727	000	940	001	8214	
C09727	000	940	001	8214	
C09727	000	940	001		
C09727	000	940			
C09727	000				
C09727	010	900	598	0521	
C09727	010	900	598	0521	
C09727	010	900	598		
C09727	010	900			
C09727	010				
C09727	011		300	8004	
C09727	011		300	8004	
C09727	011		300		
C09727	011				
C09727	011	020	598	8004	
C09727	011	020	598	8004	
C09727	011	020	598		
C09727	011	020			
C09727	011	900	598	0521	
C09727	011	900	598	0521	
C09727	011	900	598		
C09727	011	900			
C09727	011				
C09727					

JBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED

AIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE	
			.00	43.73	
	8200		.00	40.98	
	8200		.00	40.98	
	8214		.00	131.51	172.49
	8214		.00	131.51	
			.00	172.49	
			.00	172.49	
			.00	20,113.69-	
	0521		23,329.67-	.00	
	0521		23,329.67-	.00	
			23,329.67-	.00	
			23,329.67-	.00	
			23,329.67-	.00	
	8004		.00	~~159.00~~	
	8004		.00	~~159.00~~	
			.00	~~159.00~~	To contractor
			.00	159.00	
	8004		.00	~~1,819.84-~~	
	8004		.00	~~1,819.84-~~	
			.00	~~1,819.84-~~	Training cost out
			.00	1,819.84-	
	0521		23,329.67	.00	
	0521		23,329.67	.00	
			23,329.67	.00	
			23,329.67	.00	
			23,329.67	1,660.84-	
			.00	21,774.53-	

(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
TREASURER OF THE STATE OF OREGON

ADDRESS
CAPITOL BUILDING
SALEM, OREGON 97310

PAID BY

(For use of Paying Office)

STATE
OREGON

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

VOUCHER PERIOD
FROM 3-22-83
TO 6-4-86

FEDERAL AID PROJECT NO.
BRS-A-677(2)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$ 547.72 $10,073.17	$ 547.72 $10,073.17	80% 80%	$ 438.18 $8,058.54	$ 438.18 $8,058.54	-0- -0-
$10,620.89	$10,620.89	80%	$8,496.72	$8,496.72	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY
OREGON

DATE
6-13-86

SIGNATURE OF AUTHORIZED OFFICIAL
CONTROLLER

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED
$0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	TUALATIN R. (FERN HILL ROAD) BRIDGE SECTION **WASHINGTON COUNTY**					
	Type Code ROW					
	Right-of-Way					
	Right-of-Way (County)	All Required			$ 8,870.00	
	TOTAL RIGHT-OF-WAY COSTS				**$ 8,870.00**	
	Acquisition Expense					
	County	All Required			$ 1,203.17	
	State	All Required			547.72	✓
	TOTAL ACQUISITION EXPENSE				**$ 1,750.89**	
	TOTAL PARTICIPATING COSTS				**$10,620.89**	
	Totals are as of the FHWA Billing Voucher dated June 4, 1986.					
	Revised plans were approved by FHWA April 24, 1986.					
	Participating costs are for Right-of-Way actually incorporated in the final project, and all costs have been previously certified by the Right-of-Way Engineer.					
	AMOUNT CARRIED FORWARD					

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8/08/86                                                    JOB COST SUMMARY
                                              EA/S   JOB/ACTIVITY/OBJ-DETAIL CREW-NUMB
                                                    PAYROLL CHARGES ARE LOADED

                                                                      CREW          CURRENT
                  EA          SUBJOB     ACTIVITY    OBJ-DETAIL      NUMBER          MONTH

              C5342543         011         910          001           7111
              C5342543         011         910          001

              C5342543         011         910          504           7111
              C5342543         011         910          504

              C5342543         011         910

              C5342543         011

              C5342543
```

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            CREW            CURRENT                    CURRENT
J-DETAIL   NUMBER            MONTH                     BALANCE

01          7111                      .00                   123.74
01                                    .00                   123.74

04          7111                      .00                     1.12
04                                    .00                     1.12

                                      .00                   124.86

                                      .00                   124.86

                                      .00                   124.86
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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                   JUNE 1985     PAGE 1359
                                                                             FISCAL       GRAND TOTAL
                         PREFIX  FUNCTION SUB F.  GR   CURRENT MONTH     YEAR TO DATE       TO DATE
     DESCRIPTION
                           534   2542   298   00 N 9                         52.79         2,627.77
                           534   2542   430   00 P 1                                         306.79
                           534   2542   903   00 P 1                                       8,784.25
                           534   2542   915   00 P 1                                         219.26
                           534   2542   [illegible] 00 P 1                                    19.04
                           534   2542   920   00 P 1                                         205.37
                           534   2542   930   00 P 1                                       9,534.71
                                        TOT      P1                                        9,534.71  **
                                  ** JOB TOTALS **            **              **
                                                                                                 STATE
X TUALATIN R(FERNHILL)BRIDGE   CONT NO     FA PROJ NOS BRS A677002 100     24.19CR         338.29CR
                           534   2543   296   00 N 9                         24.19           338.29
                           534   2543   297   00 N 9                                          12.73
                           534   2543   298   00 P 1                                         179.80
                           534   2543   430   00 P 1                                          19.03
                           534   2543   915   00 P 1                                         211.30
                           534   2543   920   00 P 1                                         422.86
                           534   2543   930   00 P 1
                                        TOT      P1                                          422.86  **
                                  ** JOB TOTALS **            **              **
                                                                                                 STATE
 SALMON RIVER HWY-DEER CREEK   CONT NO   * FA PROJ NOS RS  A696001 100      2,080.52CR      26,223.36CR
                           536   2511   296   00 N 9                      6,267.65          6,267.65
                           536   2511   297   00 N 9                      4,187.13CR       19,955.71
                           536   2511   298   00 N 9                      4,750.00CR       12,050.00
                           536   2511   401   00 P 1                      4,750.00          4,750.00
                           536   2511   401   00 N 1                                        3,900.00
                           536   2511   405   00 P 1                                           50.00
                           536   2511   405   00 N 1                                        2,780.20
                           536   2511   407   00 P 1                                          187.88
                           536   2511   409   00 P 1                                           61.13
                           536   2511   409   00 N 1                                          279.77
                           536   2511   412   00 P 1                                           18.30
                           536   2511   413   00 P 1                                        2,850.95
                           536   2511   414   00 P 1                                           65.20
                           536   2511   414   00 N 1                        65.20               83.30
                           536   2511   415   00 P 1                                           28.14
                           536   2511   419   00 P 1                                            4.94
                           536   2511   419   00 N 1                         4.94                4.16
                           536   2511   471   00 P 1                                           20.[illegible]
                           536   2511   903   00 P 1                                           28.71
                           536   2511   920   00 P 1                                          406.17
                           536   2511   930   00 P 1                      4,750.00CR         22,638.36
                                        TOT      P1                       4,820.14          4,931.27
                                        TOT      N1                          70.14  **     27,569.63  **
                                  ** JOB TOTALS **            **
                                                                                                 STATE
 WILLIMANIA CREEK BR-FORT HILL CONT NO     FA PROJ NOS RS  A563001 100       711.02CR       4,407.00CR
                           536   2519   296   00 N 9
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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                      JUNE 1985        PAGE 1359
                                                                                FISCAL          GRAND TOTAL
    DESCRIPTION                PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH     YEAR TO DATE       TO DATE
                           534   2542     298     00 N 9                          52.79          2,627.77
                           534   2542     430     00 P 1                                           306.79
                           534   2542     903     00 P 1                                         8,784.25
                           534   2542     915     00 P 1                                           219.26
                           534   2542     920     00 P 1                                            19.04
                           534   2542     930     00 P 1                                           205.37
                                          TOT        P1                                          9,534.71
                                       ** JOB TOTALS **                **              **        9,534.71  **

  TUALATIN R(FERNHILL)BRIDGE    CONT NO       FA PROJ NOS BRS A677002 100                                     STATE
                           534   2543     296     00 N 9                          24.19CR          338.29CR
                           534   2543     298     00 N 9                          24.19            338.29
                           534   2543     430     00 P 1                                            12.73
                           534   2543     915     00 P 1                                           179.80
                           534   2543     920     00 P 1                                            19.03
                           534   2543     930     00 P 1                                           211.30
                                          TOT        P1                                            422.86
                                       ** JOB TOTALS **                **              **          422.86  **

  SALMON RIVER HWY-DEER CREEK   CONT NO     * FA PROJ NOS RS  A696001 100                                     STATE
                           536   2511     296     00 N 9                       2,080.52CR       26,223.36CR
                           536   2511     297     00 N 9                       6,267.65          6,267.65
                           536   2511     298     00 N 9                       4,187.13CR       19,955.71
                           536   2511     401     00 P 1                       4,750.00CR       12,050.00
                           536   2511     401     00 N 1                       4,750.00          4,750.00
                           536   2511     405     00 P 1                                         3,900.00
                           536   2511     405     00 N 1                                            50.00
                           536   2511     407     00 P 1                                         2,780.20
                           536   2511     409     00 P 1                                           187.88
                           536   2511     409     00 N 1                                            61.13
                           536   2511     412     00 P 1                                           279.77
                           536   2511     413     00 P 1                                            18.30
                           536   2511     414     00 P 1                                         2,850.95
                           536   2511     414     00 N 1                          65.20             65.20
                           536   2511     415     00 P 1                                            83.30
                           536   2511     419     00 P 1                                            28.14
                           536   2511     419     00 N 1                           4.94              4.94
                           536   2511     471     00 P 1                                             4.16
                           536   2511     903     00 P 1                                            20.78
                           536   2511     920     00 P 1                                            28.71
                           536   2511     930     00 P 1                                           406.17
                                          TOT        P1                        4,750.00CR       22,638.36
                                          TOT        N1                        4,820.14          4,931.27
                                       ** JOB TOTALS **                **         70.14   **    27,569.63  **

  WILLIMANIA CREEK BR-FORT HILL CONT NO       FA PROJ NOS RS  A563001 100                                     STATE
                           536   2519     296     00 N 9                         711.02CR        4,407.00CR
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                                     403   2502     598     00 N 9
                                     403   2502     903     00 P 1                          190,199.35          190,199.35
                                                    TOT     P1                              190,199.35          190,199.35
                                                    TOT     N9                              190,199.35CR        190,199.35CR
                                              ** JOB TOTALS **               **                        **                    **

 CROISAN CR(GOLF COURSE RD)ROW CONT NO          FA PROJ NOS BROS2403003 100                                                      STATE
                                     424   2501     205     00 P 1                                                  46.86CR
                                     424   2501     598     00 N 9                                                 890.27CR
                                     424   2501     903     00 P 1                                                 937.13
                                                    TOT     P1                                                     890.27
                                                    TOT     N9                                                     890.27CR
                                              ** JOB TOTALS **               **                        **                    **

 MARKET ST @ 17TH ST            CONT NO         FA PROJ NOS HES 1680002 100                                                      STATE
                                     424   2502     598     00 N 9                           62,603.94CR        63,492.42CR
                                     424   2502     903     00 P 1                           62,603.94          63,492.42
                                                    TOT     P1                               62,603.94          63,492.42
                                                    TOT     N9                               62,603.94CR        63,492.42CR
                                              ** JOB TOTALS **               **                        **                    **

 GALES CR-PARSON RD BR          CONT NO       * FA PROJ NOS BROS3400007 100                                                      STATE
                                     434   2535     598     00 N 9                                               2,000.00CR
                                     434   2535     903     00 P 1                                               2,000.00
                                                    TOT     P1                                                   2,000.00
                                                    TOT     N9                                                   2,000.00CR
                                              ** JOB TOTALS **               **                        **                    **

 TUALATIN R(FERN HL RD)BR       CONT NO         FA PROJ NOS BRS A677002 100                                                      STATE
                                     434   2545     401     00 P 1                                               7,130.71
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 ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                         JUNE 1985           PAGE 1354

                                                                                    FISCAL            GRAND TOTAL
       DESCRIPTION                 PREFIX  FUNCTION SUB F. GR   CURRENT MONTH    YEAR TO DATE          TO DATE
                                     434   2545     407     00 P 1                                                 927.83
                                     434   2545     598     00 N 9                                               8,058.54CR
                                                    TOT     P1                                                   8,058.54
                                                    TOT     N9                                                   8,058.54CR
                                              ** JOB TOTALS **               **                        **                    **

 MOLLALA RV GOODS BR CANBY RD   CONT NO       * FA PROJ NOS RS  A882001 100                                                      STATE
                                     503   2523     296     00 N 9                                              17,692.86CR
                                     503   2523     298     00 N 9                                              17,692.86
                                     503   2523     401     00 P 1                                               9,000.00
                                     503   2523     403     00 P 1                                                 500.00
```

REPORT NO: FMBL003-1
SEQ: FEDERAL APPROPRIATION, FEDERAL
PROJECT, AGREEMENT, EA-SUBJOB

OREGON DEPARTMENT OF TRANSPORTATION
FINANCIAL MANAGEMENT SYSTEM
OREGON STATE HIGHWAY DIVISION
FHWA BILLING VOUCHER

FEDERAL APPROPRIATION: 114

AGREEMENT EA/SUBJOB	TOTAL COSTS TO DATE	AMOUNT PREV CLAIMED	--PARTICIPATION-- AMOUNT	PERCENT	AGREEMENT AMOUNT	FEDERAL SHARE	-ADJUSTMENT- AMOUNT	CODE	VOUCHER AMOUNT
FEDERAL PROJECT: BROS-3600-003									
F01828									
AGREEMENT TOTALS	2,961.81	2,364.98	2,961.81	80.00	4,000.00	2,369.45	.00		4.47
FED PROJ TOTALS	2,961.81	2,364.98	2,961.81		4,000.00	2,369.45	.00		4.47
FEDERAL PROJECT: BROS-3600-004									
F01821									
C09974 -000	21,329.44	8,259.95	21,329.44						
C09974 -001	353.51	.00	.00						
C09974 -010	679.36	.00	.00						
C09974 -011	247,738.16	206,867.83	247,580.28						
AGREEMENT TOTALS	270,100.47	215,127.78	268,909.72	80.00	216,868.00	215,127.78	.00		.00
FED PROJ TOTALS	270,100.47	215,127.78	268,909.72		216,868.00	215,127.78	.00		.00
FEDERAL PROJECT: BRS -A677-002									
F02830									
C4342545-011	10,073.17	8,058.54	10,073.17						
AGREEMENT TOTALS	10,073.17	8,058.54	10,073.17	80.00	8,058.54	8,058.54	.00		.00
F03127									
C5342543-011	547.72	438.18	547.72						
AGREEMENT TOTALS	547.72	438.18	547.72	80.00	438.18	438.18	.00		.00
FED PROJ TOTALS	10,620.89	8,496.72	10,620.89		8,496.72	8,496.72	.00		.00
FEDERAL PROJECT: BRS -A677-003									
F03121									
C5341953-000	1,321.31	69.40	1,321.31						
C5341953-010	499.24	.00	.00						
C5341953-011	18,677.02	15,929.26	18,677.02						
AGREEMENT TOTALS	20,497.57	15,998.66	19,998.33	80.00	27,360.00	15,998.66	.00		.00
FED PROJ TOTALS	20,497.57	15,998.66	19,998.33		27,360.00	15,998.66	.00		.00
FEDERAL PROJECT: BRS -A677-004									
F03115									

REPORT FMRP224-1

OREGON DEPARTMENT OF TRANSPORTATION
JOB COST SUMMARY BY EA/SUBJOB
AS OF 01/31/87

02 HIGHWAY DIVISION

C5M2543-011 TUALATIN R(FERNHILL)BRIDGE
EA STATUS: 06 PROJECT IS COMPLETE - DO NOT POST F
EA TYPE : 03 CONSTRUCTION OF A NEW ROUTE
RESP UNIT: 7740 REGION 1 UNIT - RIGHT OF WAY
TOTAL: GRAND

	BUDGET	CURRENT MONTH	TOTAL-TO-DATE	PCT OF BUDGET	ENCUMBRANCE
EXPENDITURES					
PRIOR TO JULY 1, 1985 EXPENDITURES			422.86	/	
EXPENDITURES BY ACTIVITY ACT: 910 PREPARE RIGHT OF WAY DESCRIPTION MA			124.86	/	
TOTAL EXPENDITURES			547.72		
REVENUES					
PRIOR TO JULY 1, 1985 REVENUES			338.29		
843000 FEDERAL REVENUES AS OTHER FUNDS 60 FEDERAL AID - SPECIAL BRIDGE REPLAC			99.89		
TOTAL REVENUES			438.18		

ic cc: OSHD (Rulien) #9727 **STATE COPY**

9727

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

3

REGION NO. 10	REPORT NO. 1	COUNTY Washington	DIVISION Oregon
DATE OF REPORT MAR 12 '86	REPORT MADE BY C. O. Fredrickson, Construction Engineer		PROJECT NO. BRS-A677(4)
COMPLETION DATE (Actual) 6-19-84	ACCEPTANCE DATE BY CONRTACT AGENCY 9-18-85	TIME ELAPSED 91 %	CONTRACT TIME 265 CD

LOCATION

Tualatin River Bridge Section of Fern Hill Rd. southeast of Forest Grove

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

1. Description of Improvement as Programed:

   A. Construction of roadbed grading, aggregate base and asphalt concrete pavement.
   B. Construction of Bridge No. 1335A over the Tualatin River. Length: 122 feet. Roadway width: 27.3 feet.
   C. Performance of such additional and incidental work as is called for by the specifications and plans.

2. Contractor's Name: Auburn Construction

3. Contract Amount: $ 251,037.75

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

Signature (SHD Official) C. O. Fredrickson

Title Construction Engineer

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
JUN 13 '86
REFER TO
cy Fredrickson
FOR
info | Invest | R/D | J R | Sign | Act | File

6/18

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE		SIGNATURE	
TITLE Area Engineer	DATE	TITLE Field Operations Engineer	DATE

FORM FHWA 1446B
(Rev. 2-84)

PREVIOUS EDITIONS MAY BE USED.

- 9727

November 4, 1985

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

CON 5
#9727

On September 23, 1985, we wrote to you concerning release of final payment on Contract No. 9727 awarded to Auburn Construction Co. for work on the Tualatin River (Fern Hill Road) Bridge Section of FAS A677 in Washington County.

Final payment on this contract is $6,359 and the total contract amount is $251,037.75. No work was performed under force account.

Robert W. Gormsen
COMMISSION SERVICES

cc: Auburn Construction Co.
P.O. Box 676
Wilsonville, OR 97070

bc: C. O. Fredrickson
Walt Hart
E. L. Hardt

FKN:arc

NOTED ON CARD
11-4-85 ac

STATE OF OREGON 1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.

~~AGENDA~~ 5
~~SEP 17 1985~~

DATE: September 5, 1985

TO: Oregon Transportation Commission

FROM: Robert C. Bothman for
E. S. Hunter
Acting State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Tualatin River (Fern Hill Road) Bridge Section
FAUS A677 (Fern Hill Road) Highway, Washington Co.
Contract No. 9727

Removed from agenda at meeting per Rulien

This federal-aid bridge replacement project has been completed and it is now apparent that the final cost will exceed the project authorization by $16,100 or five percent.

Numerous changes were required in order to complete the project to everyone's satisfaction. The changes involved a mixture of additions and deletions, the net result of which was a reduction in construction costs of approximately $21,600. The cause of the overrun is primarily the cost of construction engineering services required in order to administer the project properly. The normal costs of monitoring, inspecting and documenting the work items were exaggerated by travel time incurred between the project site in Washington County and the Project Manager's office in northeast Portland.

There are sufficient funds available in the category of work and the increase will result in approximately $23,400 being ineligible for federal participation.

I recommend that the authorization be increased by $16,100 to a new total of $312,137.51. This matter will be on the consent calendar for the September 17 meeting.

cc Fred D. Miller
R. W. Gormsen
C. O. Fredrickson
V. E. Skoog
E. L. Hardt
George Bell

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318 FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: September 17, 1985

FROM: O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Tualatin River (Fern Hill Road) Bridge Section
FAUS A677 (Fern Hill Road) Highway, Washington County
Contract No. 9727

This federal-aid bridge replacement project has been completed and it is now apparent that the final cost will exceed the project authorization by $16,100.00 or five percent.

Numerous changes were required in order to complete the project to everyone's satisfaction. The changes involved a mixture of additions and deletions, the net result of which was a reduction of construction costs of approximately $21,600.00. The cause of the overrun is primarily the cost of construction engineering services required in order to administer the project properly. The normal costs of monitoring, inspecting and documenting the work items were exaggerated by travel time incurred between the project site in Washington County and the Project Manager's office in northeast Portland.

There are sufficient funds available in the category of work and the increase will result in approximately $23,400.00 being ineligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $16,100.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: E. L. Hardt
H. R. Harris
B. M. Walton
D. L. Trout

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
AUG 30 '85
REFER TO

FOR

Info	Invest	R/D	O/R	Sign	Act	File

81-125-1387

9727

WASHINGTON COU
DEPARTMENT OF LAND USE
AND TRANSPORTATION
150 NORTH FIRST AVENUE
HILLSBORO, OREGON 97124

ETTER OF TRANSMITTAL

DATE: November 19, 1984
JOB NO. 1251, 1252, & 1253
CASE FILE NO.
TO: Wayne Schulte
O.D.O.T. Highway Division
9002 SE McLoughlin Blvd.
Milwaukie, Oregon 97222
FROM: Jerry Parmenter
Washington County
Department of Land Use & Transportation
Hillsboro, Oregon 97124

11 [illegible]

E: Tualatin River Overflow Bridge Section
Fern Hill Road

E ARE SENDING YOU ☒ Attached ☐ Under separate cover via ________ the following items:
☐ Plat/Survey ☒ Prints ☐ Plans ☐ Documents ☐ Copy of letter
☐ ________

ITEM	DATE	COPIES	DESCRIPTION
1	11/1/84	1	Preliminary plans submitted to Washington County for review

ESE ARE TRANSMITTED as checked below:

☐ For approval
☐ For your use
☐ As requested
☐ ________
☐ Approved as submitted
☒ Approved as noted
☒ Returned for corrections
☐ For processing
☐ For review and comment
☐ FOR BIDS DUE ________, 19__

rom Metro Schultz
Date 11/21/84
To Cobine
[✓ Proj. Mgmt.] Traffic Region I Accounting
Comment: Approved as Noted plans from Wa. County. Returned to you for further handling.

Signed Plans forwarded to Final Design 11-28-84
RLD

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ✓ PROGRAM UNIT ___
NOV 23 1984
REFER TO Shultz
R/D ___ ACT ✓ REPLY ___
DISC ___ INFO ___ FILE ___

SIGNED: Jerry Kammerman

WCDLUT/9-84

H

F OREGON

TRANSPORTATION

IWAY DIVISION

ROPOSED PROJECT

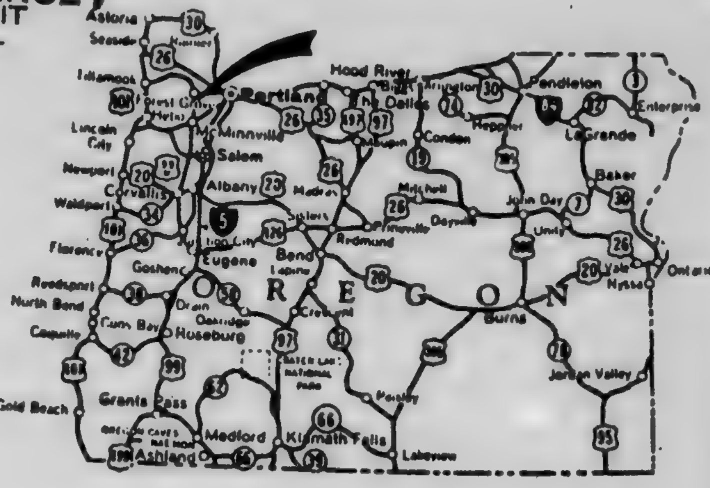
Overall Length Of Project - 0.2 Mile

TUALATIN RIVER O'FLOW BRIDGE SEC. FERN HILL ROAD WASHINGTON COUNTY				SHEET No. 1
FED ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

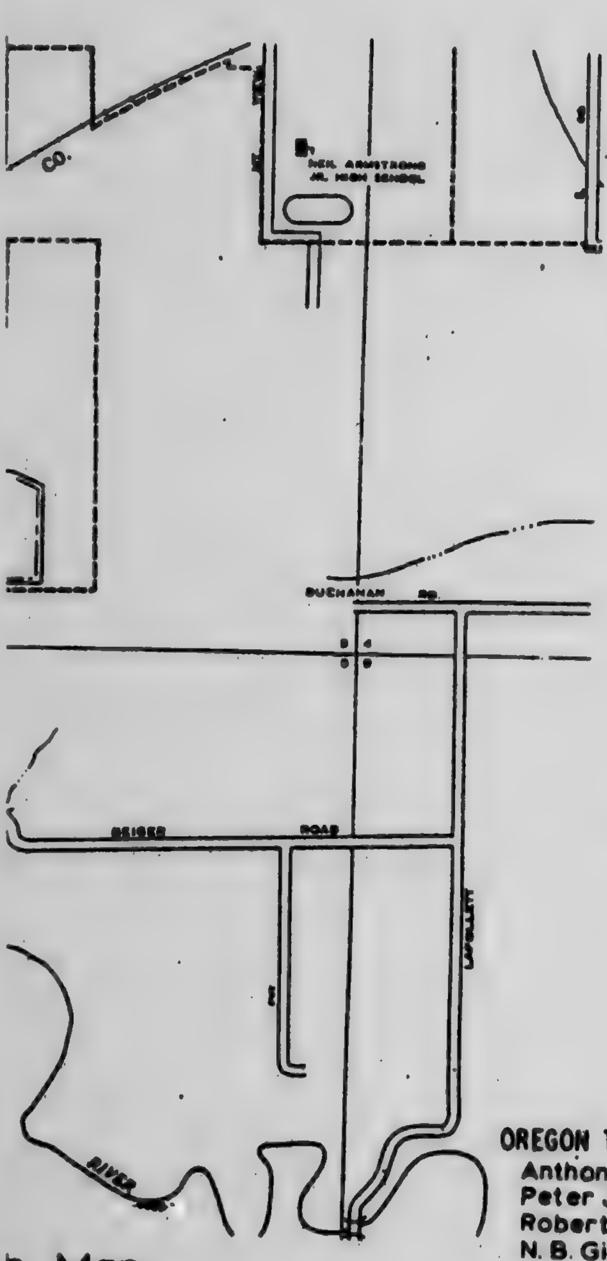
HBR-05

PRELIMINARY COPY
NOV 1 1984
SUBJECT TO CHANGE
FINAL DESIGN UNIT

)'FLOW BRIDGE SEC.
IILL ROAD
TON COUNTY



Astoria
Seaside
Tillamook
Forest Grove
Hillsboro
Portland
Hood River
The Dalles
Arlington
Pendleton
La Grande
Enterprise
Lincoln City
McMinnville
Salem
Newport
Corvallis
Albany
Waldport
Florence
Eugene
Bend
Redmond
Prineville
John Day
Baker
Ontario
Reedsport
North Bend
Coos Bay
Coquille
Roseburg
Burns
Gold Beach
Grants Pass
Medford
Ashland
Klamath Falls
Lakeview
Jordan Valley
O R E G O N



CO.
NEIL ARMSTRONG JR. HIGH SCHOOL
BUCHANAN RD
GEIGER ROAD
LAFOLLETT
RIVER

h Map

00 1600 Feet

T.1S., R3W., W.M.

N

PRELIMINARY COPY
SUBJECT TO CHANGE

APPROVED 11-24 19 8

BOARD OF COMMISSIONERS OF .... COUNTY

BY .... COMMISSIONER

.... COMMISSIONER

.... COMMISSIONER

H. S. Coulter	STATE HIGHWAY ENGINEER
E. S Hunter	ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Peter J. Brix	VICE CHAIRMAN
Robert F Dwyer	COMMISSIONER
N. B. Giustina	COMMISSIONER
Samuel T. Naito	COMMISSIONER
Fred D. Miller	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED

FIELD OPERATIONS ENGINEER ________ DATE

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center St. N.E.
Salem, OR 97301

September 20, 1984
IN REPLY REFER TO

HFO-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon BRS-A677(4)
Tualatin River Overflow Bridge
Fern Hill Rd.
Washington Co.

We have reviewed your request for exception to roadway design standards on this project. In considering the location, adjacent sections of roadway, traffic characteristics, speeds and volumes we agree that the proposed 28 ft. wide cross section is appropriate. The exception to standards is approved as requested.

Sincerely yours,

for G. K. Hosmer
Dale E. Wiklen
Division Administrator

cc: Don Adams
J. H. Versteeg

cy Don Adams 10-8-84

RECEIVED
STATE HWY ENGR

OCT 2'84

REFER TO Hunter

FOR

Info	Inves	R/D	D/R	Sign	Act	File
					X	

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 14, 1984

In Reply Refer to
File No.:

DES 16

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center St. N.E.
Salem, OR 97301

NOTED
E. S. HUNTER

Tualatin River Overflow
Fern Hill Road (County Rd. # 534)
Washington County

This is to request an exception to the minimum standards for shoulder widths. The design criteria is set forth in the "Geometric Design Guide For Local Roads and Streets".

The purpose of this project is to replace three deficient timber structures with culvert pipes. The A.D.T. is 1,000 (1984) and the design speed is 45 M.P.H. The adjacent section to the south is two 12-foot travel lanes and 2-foot shoulders. This section and the northerly one are two 10-foot travel lanes and no shoulders. There are no long-term projects planned for this area.

We propose to construct two 12-foot travel lanes and 2-foot shoulders. This will improve the existing section and match the section to the south.

Your concurrence is solicited, that it is in the public's interest to construct the 12-foot travel lanes and 2-foot shoulders.

J. E. Versteeg
Road Design Engineer

By

Donald R. Adams, PE
Final Design Engineer

DRA:mg

bc: E. S. Hunter
E. L. Hardt
J. L. Gaither
N. L. Henry

RECEIVED
STATE HWY ENGR
SEP 17 '84
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Form 734-3122

9727

*** FINAL REPORT ***/

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: TUALATIN RIVER (FERN HILL ROAD) BRIDGE

WEEK ENDING: AUGUST 17, 1984

SECTION PREFIX: 534-1097

HIGHWAY: FAS A677 (FERN HILL RD.)

COUNTY: WASHINGTON

NAME OF JOB: TUALATIN RIVER (FERN HILL RD.) BRIDGE

KIND OF WORK: GRADING, PAVING & STRUCTURE

CONTRACTOR: AUBURN CONSTRUCTION CO.

CONTRACT NUMBER: 9727

FEDERAL AID PROJECT NUMBER: BRS-A677(4)

DATE OF CONTRACT: OCTOBER 11, 1983

DATE WORK STARTED: OCTOBER 14, 1983

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 243 *

WORK DAYS USED:

CALENDAR DAYS USED: 240

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 99

PROJECT AUTHORIZATION: $ 296,037.51

EXCLUSIVE OF ENGINEERING: $ 272,563.17

ENGINEERING AUTHORIZATION: $ 23,474.34

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 250,878.75

ENGINEERING COST TO DATE: $ 51,000.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT ~~XXXXXX~~ UNDERRUN: 8.0 %

PERCENT OF AUTHORIZATION: 217 %

DATE PROJECT WAS COMPLETED: JUNE 19, 1984

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD	RIPRAP	STONE EMBANKMENT
100	N/A	100	100	100	N/A	100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	.29	.29			.32
MILES PARTIALLY COMPLETED	.29	.29			.32
MILES COMPLETED	.29	.29			.32
TOTAL ESTIMATED QUANTITIES (CONTRACT)	3,800 C.Y.	3,450 TON			1,000 TON
TOTAL QUANTITIES CORRECTED TO DATE	5,436 C.Y.	3,629 TON			955 TON
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	5,436 C.Y.	3,629 TON			955 TON
AVERAGE DAILY QUANTITIES (THIS WEEK)	0 C.Y.	0 TON			0 TON
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0 C.Y.	0 TON			0 TON
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT	0	0			0

EQUIPMENT USED DURING THE WEEK:

NONE.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	1335A							
PERCENT	100							

AUGUST		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	12	FAIR	0		
MONDAY	13	FAIR	0		
TUESDAY	14	FAIR	0		
WEDNESDAY	15	FAIR	0		
THURSDAY	16	FAIR	0		
FRIDAY	17	CLOUDY	0		
SATURDAY	11	FAIR	0		

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COS M CM
CA AUG 20 1984 MA /
CAM QCS
CP CONSTRUCTION SECTION FILE
EEO

AUGUST	GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK
SUNDAY 12	NO ACTIVITY AUGUST 11, 1984 THROUGH AUGUST 17, 1984.
MONDAY 13	
TUESDAY 14	
WEDNESDAY 15	
THURSDAY 16	
FRIDAY 17	
SATURDAY 11	

REMARKS

STATUS TO DATE: THE PROJECT WAS COMPLETED ON JUNE 19, 1984.

THE THIRD NOTIFICATION WAS EFFECTIVE AUGUST 14, 1984.

THE SEMI-FINAL ESTIMATE HAS BEEN SUBMITTED EXCEPT FOR A LETTER OF ACCEPTANCE FROM WASHINGTON COUNTY WHICH IS EXPECTED SOON.

THIS WILL BE THE FINAL WEEKLY REPORT FOR THIS PROJECT.

SIGNED ______ LOCATION BEAVERTON
HOWARD R. HARRIS, PROJECT MANAGER

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

9727

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 6-356	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089 State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Washington
MODIFICATION NUMBER 1	6-21-84	Project Number BRS-A677(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 1, 1983, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 296,036.00	$ 311,479.00
Federal funds	$ 236,828.00	$ 249,183.00
Other revisions		

This modification is made for the following reasons: to include increased construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 21st day of June, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Gary A. Potter

Manager, Program Section
(Title)

~~By~~ XXXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JUNE 14, 1984

FEDERAL AID PROJECT NO. BRS-A677(4)

TUALATIN RIVER (FERN HILL RD., 1335A) BRIDGE SEC.
FAS-A677
WASHINGTON COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE I000
ROADWAY (STA. 67+99.53 THROUGH EQ STA. 69+17.65 = STA. 109+72.86 - STA. 114+53)(STA. 115+74.89 THROUGH EQ STA. 121+35.66 = STA. 81+39.22 - STA. 82+86.57

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT	
Bridge End Panels (PA #1)	$ 8,646.17	----	----	All Required	$ 8,646.17	
Willow Cuttings (PA #2)	2.30	----	----	600	1,380.00	
				Subtotal	$ 10,026.17	
					Increase	$ 10,026.17
		Subtotal as on Project Agreement Estimate of October 4, 1983				162,140.00
					Subtotal	$ 172,166.17
					Engineering	25,824.83
					Total	$ 197,991.00

TYPE CODE X080
STRUCTURE, BRIDGE NO. 1335A (STA. 114+53 TO STA. 115+74.89)

Subtotal as on Project Agreement Estimate of October 4, 1983	$ 98,686.00
Engineering	14,802.00
Total	$ 113,488.00

Length of Roadway	0.247 mi.
Length of Structure	0.023 mi.
Total	0.270 mi.

Cost of Roadway Per Mile	$ 801,583.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	County Funds
Roadway	$ 197,991.00	$ 158,393.00	$ 39,598.00
Structure	113,488.00	90,790.00	22,698.00
Total	$ 311,479.00	$ 249,183.00	$ 62,296.00

Group 1 100%
Contract No. 9727
Prefix: 534-1950
Prefix: 534-1097
WH:bkb

[illegible]

STATE COPY OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 11-43	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	State OREGON County WASHINGTON Project No. BRS-A677(4)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Tualatin River (Fern Hill Rd., 1335A) Bridge

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-31-83	0.270
OTHER *(Specify)*		

FUNDS PRO RATA 80.00%

ESTIMATED TOTAL COST OF PROJECT $ 296,036.00	FEDERAL FUNDS $ 236,828.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Larry C. Potter

Manager, Program Section
(Title)

~~MX~~ FOR: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator NOV 1 1983

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON OCTOBER 4, 1983

FEDERAL AID PROJECT NO. BRS-A677(4)

TUALATIN RIVER (FERN HILL RD., 1335A) BRIDGE SECTION
FAS-A677
WASHINGTON COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE 1000
ROADWAY (Sta. 67+99.53 through EQ Sta. 69+17.65 = Sta. 109+72.86 - Sta. 114+53)(Sta. 115+74.89 through EQ Sta. 121+35.66 = Sta. 81+39.22 - Sta. 82+86.57)

Mobilization		All Required		$ 16,600.00
Temporary Protection and Direction of Traffic		All Required		1,700.00
Temporary Signs	232	Sq. Ft.	4.50	1,044.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	50	Lin. Ft.	6.00	300.00
Flagmen	40	Hour	6.00	240.00
Clearing and Grubbing		All Required		1,625.00
General Excavation	3,800	Cu. Yd.	1.60	6,080.00
Stone Embankment	2,670	Cu. Yd.	11.00	29,370.00
Toe Trench Excavation	715	Cu. Yd.	4.40	3,146.00
Finishing Roadbed and Slopes		All Required		3,200.00
Watering	150	M-Gal.	5.00	750.00
Coarse Aggregate Base	3,000	Ton	8.00	24,000.00
3/4"-0 Aggregate Base	450	Ton	8.00	3,600.00
Class "B" Asphalt Concrete	1,000	Ton	29.81	29,810.00
Guard Rail, Type 2A	600	Lin. Ft.	11.00	6,600.00
Guard Rail, Type 3	100	Lin. Ft.	25.00	2,500.00
Guard Rail Anchors, Type 1	4	Each	350.00	1,400.00
Rail End Pieces, Type C	4	Each	90.00	360.00
Rail End Pieces, Terminal Connector	4	Each	50.00	200.00
Loose Riprap, Class 700	2,135	Cu. Yd.	9.00	19,215.00
Filter Blanket	370	Cu. Yd.	11.00	4,070.00
Filter Fabric Membrane	600	Sq. Yd.	1.05	630.00
Roadside Seeding and Mulching	2	Acre	600.00	1,200.00
				$157,640.00

ANTICIPATED ITEMS

Permanent Pavement Striping		All Required		$ 1,500.00
Temporary Erosion Control		All Required		1,000.00
Establish Woody Vegetation		All Required		2,000.00
				$ 4,500.00
		SUBTOTAL		$162,140.00
		Engineering		21,888.00
		TOTAL		$184,028.00

TYPE CODE X080
STRUCTURE, BRIDGE NO. 1335A (Sta. 114+53 to Sta. 115+74.89)

Bridge Removal Work		All Required		$ 5,000.00
Structure Excavation	30	Cu. Yd.	10.00	300.00
Furnish Pile Driving Equipment		All Required		16,930.00
Furnish 12-inch or 14-inch Prestressed Concrete Piling	740	Lin. Ft.	10.00	7,400.00
Furnish 14-inch or 16-inch Prestressed Concrete Piling	780	Lin. Ft.	12.00	9,360.00
Drive Prestressed Concrete Piles	1,260	Lin. Ft.	1.00	1,260.00
Structural Concrete, Class 3300 (32 C.Y.)		All Required		8,530.00
4' x 40'/45' Prestressed Slabs	21	Each	1,870.00	39,270.00
Reinforcement (4,400 lbs.)		All Required		1,630.00
Two Tube Steel Railing	237	Lin. Ft.	38.00	9,006.00
		SUBTOTAL		$ 98,686.00
		Engineering		13,322.00
		TOTAL		$112,008.00

Length of Roadway ------------------ 0.247 mi.
Length of Structure ---------------- 0.023 mi.
TOTAL 0.270 mi.

Cost of Roadway Per Mile ----------- $745,052.63

SUMMARY OF FUNDS (80%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	COUNTY FUNDS
Roadway	$284,028	$247,222	$36,806
Structure	112,008	89,606	22,402
TOTAL	$296,036	$236,828	$59,208

Group 1: 100%
Contract No. 9727
Prefix: 534-1950
Prefix: 534-1097

DAR:pf

7727

STATE OF OREGON
HIGHWAY ACCOUNTING
EXTERNAL AUDIT - 378-2877

INTEROFFICE MEMO

FILE: ACC 5-4

DATE: May 10, 1984

TO: Vernon E. Skoog
Controller

FROM: Gene Hickam Gene Hickam
Staff Auditor

SUBJECT: Audit Report No. 296
Washington County
Right of Way Acquisition
Tualatin River (Fern Hill Rd.) Bridge Section
Land Purchase Costs $8,870 - Acquisition Costs $1,203.17

I have completed an audit of the State's agreement with subject County, FA Project BRS-A677(2). The agreement authorized $12,000. FHWA approved it as of March 22, 1983 and State accepted it on March 22, 1983. Total costs incurred were $10,073.17 during the project period of August 1, 1983-January 31, 1984.

My examination was made in accordance with GAO Standards as implemented by OSHD audit policy Accordingly the audit included such tests, observations and inquiries of County records, procedures and internal controls as I considered necessary to provide assurance that financial operations were properly conducted, financial reports were presented fairly and the County complied with applicable laws and regulations.

In my opinion the above conditions were generally adequate to assure a fair presentation of the claim.

Accordingly, in my opinion audited costs of $10,073.17 were eligible for participating under the terms of the agreement. Based on the current federal participation rate of 80 percent the County is entitled to reimbursement in the amount of $8,058.54. Since they have previously been paid $7,252.69, the County is now due $805.85. If the participation rate changes between now and the finalization of this project the balance due the County will also change.

GH:cl

WASHINGTON COUNTY
ADMINISTRATION BUILDING — 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

2nd Floor
Land Use & Transp

Credit Account 1 / 74 / [illegible]
Fund / Organ. Unit / Rev. Acct

Date [illegible]

Due Date [illegible]

To: Oregon State of Transportation,
Highway Division,
Right-of-Way Section,
9002 S.E. McLoughlin Blvd.
Milwaukie, Oregon 97222

ATTN: Ken Rolfe

Make payment to:
Dept. of Finance & Administration
Administration Building
Room 101, 150 N. First
Hillsboro, OR 97123 Ph:

Date	Description	Unit Price	Unit Total
7/12/84	Right of Way Acquisition - Tualatin River Bridge #1249 - Fern Hill Road project #BRS-A677 (1), (2) #534-1950 534-2543		ck.# 200273 dtd 9/15/83
	Payment for property acquired:	⑦ 1,460.00	534-2543
	Recording fee	13.00	
	File # 52907-A Zurcher		1,473.00
	File # 52907-B Steinberg c/o Johnson Gregory M. & Randi L. Johnson		4.1.2
	Property tax	7,410.00	ck.# 198686 dtd 8/1/83
	Recording fee	① 17.39	534-2543-40
		② 13.00	7,440.39
	Harold F. Meyer & Assocs. (appraisal for above files)	③ 400.00	
	appraisal revision for additional right of way due to description changes	④ 200.00	600.00 534-2543-40
	Oregon State Highway Division (review appraisal) 9/15/83 Pd. State Hw Div	⑤ 227.55	227.55
	County expenses in acquisition, including document preparation, negotiation, document recording, and payment to property owner.	⑥ 332.23	332.23
	Total Billing		$10,073.17

① Paid Davis Reed from Petty Cash - Property Tax
② Paid Co. Clerk recorded in book of deed records
④ Certified appraisal - for property appraisal - 2nd appraisal
③ " - " - " 1st appraisal
⑥ See attachment

Approved for payment
EAP-BRS-A677(3)
ref # 34-~~1955-407~~
Kenneth Rolfe
534-2543-AC
534-2543-407

If you have questions regarding this billing, please contact [illegible] at [illegible].

Please return one copy of this invoice with your payment.

White copy: Customer (For customer's file)
Canary: Customer (To be returned with payment)

9137

ROAD DESIGN-HIGHWAY

DES 16

Howard Harris
Project Manager

January 26, 1984

Merlyn Anderson
Landscape Architect

Willow Cuttings
Tualatin River (Fern Hill Rd.) Br. Section
Tualatin Valley Highway
Washington County

I telephoned Mr. Rogers, United States Corp of Engineers (USCE, 1-26-84, and discussed our proposal of planting willow cuttings instead of the plant material listed on their permit (No. 071-OYA-2-00-4860). He gave his approval on the planting of willows and agreed that in this case it was an appropriate solution for revegetating reparian vegetation along the river.

MA:mg

WILLOW CUTTING SPECIFICATION

Willow cuttings shall be taken from shrub-type willows growing in the Willamette Valley at approximately valley floor level. The contractor shall notify the project manager of the general vicinity cuttings will be taken from.

Willow cuttings shall be planted before February 28. Willow cuttings shall be taken from new growth and shall be 18" - 3' in length and approximately ½" - 1" in diameter. The base end of the cutting shall be embedded in the soil to a desirable depth of 12" or more (minimum depth shall be 6"). A steel bar may be used to make a hole in the soil for planting. After the cutting has been placed in the hole, the soil shall be tamped around the cuttings to assure complete soil contact with the bark. Cuttings shall be planted 3' - 5' on center depending on site conditions. Willow cuttings shall be kept moist between the time of cutting and planting and shall be planted within four days of cutting.

MA:mg
1-26-84

9727

ROAD DESIGN - HIGHWAY DES 16

Howard Harris
Project Manager

November 7, 1983

Merle Anderson
Merle Anderson
Landscape Architect

Revegetation of Stream Bank Areas
Tualatin River (Fern Hill Rd.) Bridge Sec.
FAS A677 (Fern Hill Rd.)
Washington County

The most effective method of revegetating the rip rapped stream bank and other bank areas cleared by construction is with willow cuttings.

The willow cuttings should be 3'- 4' in length and ½" - 1" in diameter. The base end of the cutting shall be embedded in the soil to a minimum depth of 12". A steel bar may be used to wedge through the rip rap and make a hole in the soil for planting. After the cutting has been placed in the hole, the soil shall be tamped around the cutting to assure complete soil contact with the bark. Cuttings should be planted approximately 3' on center but may vary with site conditions.

Willow cuttings may be planted as of now until the end of February - the most effective time being in January and February. The cuttings shall be taken from shrub-type willows within the general vicinity of the project (Washington County) and from a source approximately the same elevation as the project. Source of the cuttings shall be approved by the engineer. Willow cuttings shall be kept moist during the planting operation and shall be planted within 48 hours of cuttings.

MA:mg

[illegible]
Anderson
Adams
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]

RECEIVED
NOV 07 1983
ROAD DESIGN
SECTION

Do Not File ☐
Return To ....
Bring Up ...../...../.....
Action..........

· 9727

5

October 28, 1983

Auburn Construction Co.
P. O. Box 676
Wilsonville, OR 97070

CON 3
#9727

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 9727 for work on the Tualatin River (Fern Hill Road) Bridge Section of FAS A677 in Washington County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc
Encl.

cc: United Pacific Insurance Co.
825 N.E. Multnomah, Suite 300
Portland, OR 97232

United Pacific Insurance Co.
Bond Department
33405 - 8th Avenue So. C-3000
Federal Way, WA 98003

bc: C. T. Keasey
Walt Hart
Robert Church
Jan Peterson
E. L. Hardt
Howard Harris

September 26, 1983

Oregon State Highway Division
121 Transportation Bldg.
Salem, Oregon 97310

RE: Tualatin River (Fern Hill RD.) Bridge #9727

Gentlemen,

We intend to use Arrow Bros. Corp. as our minority subcontractor on the above referenced project.

Arrow Bros. Corp.
310 A.G.C. Building
9450 S.W. Commerce Circle
Wilsonville, Oregon 97070

Bid Item:

15.	Guard Rail Type 2A	600 L.F.	11.00	$6600.00
16.	Guard Rail Type 3	100 L.F.	25.00	$2500.00
17.	Guard Rail Anchors, Type 1	4 Ea.	350.00	$1400.00
18.	Rail End Pieces, Type C	4 Ea.	90.00	$360.00
19.	Rail End Pieces, Term. Con.	4 Ea.	50.00	$200.00

Very Truly Yours,

Thomas W. Berning

Thomas W. Berning
Auburn Construction Co.

RECEIVED
SEP 27 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay Turner

9727?

Washington Co.
FHS A677

WASHINGTON COUNTY
ADMINISTRATION BUILDING – 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
WES MYLLENBECK, Chairman
BONNIE L. HAYS, Vice Chairman
EVA M. KILLPACK
JOHN E. MEEK
LUCILLE WARREN

DEPT. OF PUBLIC WORKS
ROOM 201
(503) 648-8886

September 28, 1983

Don Trout
Room 200
Transportation Building
Salem, Oregon 97310

Dear Mr. Trout:

Enclosed are copies of approved flood plain alterations. The projects are the bridge over the Tualatin River at Fern Hill Road and the bridge over West Dairy Creek at Pihl Road.

Sincerely,

Norman G. Rindal, Jr.
Engineering Technician

NGR:hs:1:1

Enclosures

[illegible]
Anderson
Adams
[illegible]
[illegible]
Turpin
1 Trout NR
[illegible]

RECEIVED
SEP 30 1983
ROAD DESIGN SECTION

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Action

Copy Construction
Reg 2

cy's sent MG

an equal opportunity employer

Norm

WASHINGTON COUNTY
ADMINISTRATION BUILDING – 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
WES MYLLENBECK, Chairman
BONNIE L. HAYS, Vice Chairman
EVA M. KILLPACK
JOHN E. MEEK
LUCILLE WARREN

PLANNING DEPARTMENT
(503) 648-8761

RECEIVED
JUL 27 1983
PUBLIC WORKS
WASHINGTON COUNTY

July 20, 1983

NOTICE OF ADMINISTRATIVE ACTION

ITEM NUMBER: 83-352-FP

APPLICANT:
WASHINGTON COUNTY DEPT. OF PUBLIC WORKS
150 North First St.
Hillsboro, OR 97123

LOCATION: Fern Hill Bridge at the Tualatin River crossing on Fern Hill Road, approximately 3/4 mile south of Forest Grove.

LEGAL DESCRIPTION: T1S, R3W, Section 8

I. APPLICANT'S REQUEST:

Flood Plain Alteration in order to replace an unsafe bridge and rip-rap the stream banks at Fern Hill Road and the Tualatin River.

II. APPLICABLE STANDARDS FOR APPROVAL:

A. LCDC Statewide Planning Goals 6 and 7.

B. Chapter 130, Flood Plain District, of Article II, of the Washington County Community Development Ordinance requires all alterations to the 100 Year Flood Plain or to the Drainage Hazard Area to be approved by the Planning Director.

III. BASIC FACTS RELATED TO APPROVAL STANDARDS:

A. The "Flood Plain Series, Washington County, Oregon" indicates that the request affects the Tualatin River Flood Plain.

B. The Planning staff completed a preliminary review and recommended conceptual approval of the project.

C. The Department of Public Works is the applicant for the proposal.

D. LCDC Goals:

LCDC Goal #6 - Air, Water and Land Resources Quality - requires the

an equal opportunity employer

maintenance of improvement of the air, water and land resources quality of the state.

The proposed alteration will not affect the water quality of the State except to the extent that proposed rip-rap will minimize bank erosion currently prevalent.

LCDC Goal #7 - Areas Subject to Natural Disasters and Hazards - requires the protection of life and property from natural disasters and hazards.

The proposed alteration has been carefully engineered to preclude the possibility of a negative impact resulting from implementation of the proposal.

E. Chapter 130 - Flood Plain District:

It is the burden of the applicant to provide a written statement which shows that the proposed work is in conformance with three (3) general criteria for evaluation, as described below:

(A) "The project will not conflict or seriously interfere with the primary purpose of these Flood Plain District regulations."

The proposed rip-rap bank stabilization and bridge replacement are designed to protect the public health, safety and welfare by virtue of a safer bridge and stable stream bank conditions.

(B) "The project will not create an immediate or long range hazard to the public health, safety or general welfare."

The project has been engineered to ensure that there will be no long range hazard to the public health, safety or general welfare.

(C) "The project will not materially alter the stability of the environmental balance, or the overall land use capability of the immediate area or the drainage shed area."

The drainage shed and the land use capability of the surrounding area will remain in their present state.

IV. STAFF RECOMMENDATION:

Based on the above findings, and conclusions, the application is hereby approved, with the following condition:

1. The applicant shall execute, notarize and record a Notice of Flood Plain Alteration Permit with the Washington County Department of Records and Elections, Deed Records, within thirty days of the action of the Planning Director. A copy of the recorded notice shall be provided to the Planning Department for its record.

V. PLANNING DIRECTOR'S ACTION:

Approval with Conditions ✓ Denial ______

Signature John E. [illegible] for Date 7-22-83
Richard A. Daniels, Planning Director

APPEAL PROCESS:

An appeal of this action must be filed within ten (10) days from its mailing. This action was mailed July 26, 19 83, by Emc, thus, the deadline for filing an appeal is 5:00 PM, August 5, 19 83.

IF NO APPEAL IS FILED BY THE END OF THE APPEAL PERIOD, THIS ACTION IS VALID.

The action of the Planning Department may be reviewed by the Planning Commission pursuant to Section 122.3 of the Zoning Article. An appeal request may be received by the Planning Director within ten days of the initial action, and must be accompanied by the following:

1. A reference to the application sought to be reviewed;
2. A statement of the interest of the petitioner to determine his party status;
3. The specific grounds relied upon in the petition request for review;
4. The date of the decision of the initial action;
5. Fee of $420.00.

RVL:EMC

NOTICE
OF FLOOD PLAIN DISTRICT ALTERATION PERMIT

Notice is hereby given that on

July 22, 1982,
(Month/Day/Year)

Washington County, Oregon, through its (Planning Director) ~~(Planning Commission)~~, took administrative action on Item No. 83-352-FP and granted a Flood Plain Alteration Permit as authorized by Chapter 130 of Article II of the Washington County Community Development Ordinance, Relating to Zoning, to:

Washington County Department of Public Works.,
(Name of Applicant/Owner)

for property described as:

T1S, R3W, Section 8,
(Description of Property)

wherein the applicant/owner of said property is allowed to do all those things authorized by the Alteration Permit.

The County, recognizing that the aforesaid property is in the Flood Plain District of Washington County, hereby grants approval of the Alteration Permit pursuant to all the site plans, and certified engineer's plans submitted by the applicant and on file with the Washington County Department of Planning and conditions imposed by the (Planning Director or his designee) ~~(Planning Commission)~~. The undersigned applicant/owner agrees to comply with all requirements imposed by the Flood Plain District and the terms of the aforementioned administrative action. The County does not sanction any alteration in the Flood Plain District which is contrary to the approval granted.

DATED this 22 day of July, 1983.

Richard A. Daniels
WASHINGTON COUNTY PLANNING DIRECTOR

Larry Rice
APPLICANT/OWNER

SUBSCRIBED AND SWORN TO before me this 22nd day of September, 1983.

Judith A. Angevine
Notary Public of Oregon
My Commission Expires: 7-17-85

WCPD:3:25:83

4727

September 27, 1983

Washington County Board of Commissioners
150 North First
Hillsboro, OR 97123

Attn: Mr. Larry Rice
Director of Public Works

Gentlemen:

On September 22, 1983, the State Highway Division received a satisfactory bid from Auburn Construction Co., 10630 S.W. Tonquin Loop Rd., Sherwood, OR 97140, for the Tualatin River (Fern Hill Rd.) Br., Section. This is a highway bridge replacement project #BRS-A677(4). Based upon the contractor's bid the county's advance deposit will be:

Contractor's bid	$256,326.00
Permanent Striping	1,500.00
Temporary Erosion Control	1,000.00
Establish Woody Vegetation	2,000.00
Contingencies (4-1/2%)	11,737.17
Engineering (9%)	23,474.34
Total Project Costs	$296,037.51
Estimated P.E. Costs	29,000.00
Total Cost of Project	$325,037.51

County's share of costs is 20% of $325,037.51 =	$65,007.50
Less County advance deposit for P.E.	5,800.00
	$59,207.50

By rounding, the county's advance share will be $59,200.00

We will award the contract as soon as we receive the county's advance deposit, which should be in this office by Oct. 14, 1983.

Would you please submit your advance deposit by using one of the three methods on the attached sheet.

Very truly yours,

Gary A. Potter, Manager
Program Section

HR:md
Attachment

bcc: w/AD #83-86: Jon Rose
V. E. Skoog - Please return completed AD #83-86 when the advance deposit is received.

Rec'd 10-11-83
Awarded 10-11-83
Informed Jon Rose

9727

5

nig

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRS-A677(4)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Washington

3. FROM

Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 20015

6. TO

Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8-31-83

8. FEDERAL ROUTE NUMBER Secondary A677

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

TUALATION RIVER (Fern Hill Road) BRIDGE SECTION

11. GENERAL DESCRIPTION OF WORK

Grade, Drain, Pave, and One Structure

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Potter's letter of August 29, 1983 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $369,500; Federal Funds $295,600 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. J. B. Boyd dated August 25, 1983 that provisions of FHPM 7-5-1 have been complied with.

RECEIVED
STATE HWY ENGR
SEP 7 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

14. DATE 8-31-83

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

5

August 18, 1983

Board of County Commissioners
Washington County
150 First N., Room 418
Hillsboro, OR 97123

AGR 4

Attention: Clerk of the Board

MISC. CONTRACTS and
AGREEMENTS No.______

Gentlemen or Ladies:

Attached for your records is a fully executed copy of an agreement for a bridge replacement project on the Tualatin River Overflow Bridges on Fern Hill Road.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN:bk

Att.

bc: Don Harwell (agree. att.)

9727

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

In Reply Refer to
File No.:
PRO 6-2

Date: August 17, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

for
ORIGINAL SIGNED BY
D. E. SWAN

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 20015
Project No. BRS-A677(4)
Tualatin River (Fern Hill Rd.) Bridge Sec.
Washington County

Attached support data consists of PR-1 form and project map for the subject project.

It is the Oregon State Highway Division's present intention to receive bids for this project on September 22, 1983.

A copy of the State Clearinghouse A-95 review conclusions was forwarded previously.

JLG:bkb
Attachments

cc: E.L. Hardt (Region M)
Jon Rose (Region M)
Robin Brooks (Region M)
H. Reynoldson w/att.
General Files

734-1839

Budget Bureau No. 41-R2067; Approval E

U.S. DEPARTM
BUREAU

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

August 17, 1983

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 Co. Rd., 1.5 mi. S of SR 47 (Forest Grove), S 65	ADT	PRESENT 800 DHV 90	FUTURE ---- (66) (70) YEAR ---- (71) (72)	REGION 10	STATE NAME Oregon
							STATE CODE 41

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 26 Gr., Dr., H.T. Pave & 1 Bridge 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71) (72)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) BRS-	NUMBER A677	SEQ. NO. (4)

CARD	CLASS OF FEDERAL FUNDS Bridge Replacement (20% Off/On System)		COUNTY NAME Washington			CODE 067	
	NAME OF URBAN AREA 17-31 Portland (MSD Resolution #83-398)	ROUTE NO. S	FEDERAL-AID A677	STATE Co. Rd.	U.S. ---		

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	ESTIMATED PROJECT COST BY PHASES FEDERAL FUNDS 80%	STATE FUNDS	OTHER FUNDS	
1	(14-15)	(16)	41	42	43 46	50		(54) (58)	(59) (66)	(67) (78)			
5					**PE**								
5					**ROW**								
5					**CONST** (CODE) X080 I000		"Tualatin River (Fern Hill Rd.) Bridge Sec."	0.282	533,000	426,400	---	106,600	ROW-60" Access Parking none.
CARD 1	CODE 1	PREPARED BY JLG					PROJECT TOTALS	0.282	533,000	426,400		106,600	
1	14	PROGRAM APPROVAL DATES					8-27-81 3-01-83		(10) (23)	(24) (33)			

REMARKS
Additional Data: Item No. 20015; Proje
No's. BRS-A677(1) &

5341950

USCOMM

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

NO.

August 17, 1983

PROJECT LOCATION (45 typewriter spaces): Co. Rd., 1.5 mi. S of SR 47 (Forest Grove), S

ADT: PRESENT 800; DHV 90; FUTURE ----; YEAR ----

REGION: 10

STATE NAME: Oregon

STATE CODE: 41

APPN CODE: 114

ITEM NO.: 20015

ROPOSED WORK (35 typewriter spaces): H.T. Pave & 1 Bridge

NATL. FOREST:

FH ROUTE NO.:

SUPV AGCY:

DA CLASSIF.:

DA AREA:

EMERG. YR.:

PL. AUTH YR:

PROJECT NUMBER: PREFIX LETTER(S) BRS-; NUMBER A677; SEQ. NO. (4)

I. Projects Only: POST NO.; DESIG.

AL FUNDS: Bridge Replacement (20% Off/On System)

COUNTY NAME: Washington; CODE 067

REA: Portland (MSD Resolution #83-398)

ROUTE NO.: FEDERAL-AID S A677; STATE Co. Rd.; U.S. ---

PROGRAM STAGE: ☐ 1 OR ☐ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 80%	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE								
ROW								
CONST (CODE) X080 I000		"Tualatin River (Fern Hill Rd.) Bridge Sec."	0.282	533,000	426,400	---	106,600	ROW-60' min.; Access Control-none; Parking Restrictions-none.
RED BY: JLG		PROJECT TOTALS	0.282	533,000	426,400		106,600	

AM APPROVAL DATES: 8-27-81
3-01-83

REMARKS: Additional Data: Item No. 20015; Project No's. BRS-A677(1) & (2).

-over

USCOMM DUSCOMM-DC 48005-P61

Project Data: The work consist of: 1) remove existing structure; 2) construct on improved alignment a prestressed concrete slab span bridge (No. 1335A) 122 feet long and 28 feet wide, out to out; 3) construct approach roadways and place riprap as required; 4) install guardrail as directed; 5) adjust utilities as necessary; and 6) incidentals common to this type of work.

Exceptions to Minimum Design Standards: 28-foot wide structure concurred in by FHWA on October 2, 1981 (HFO.6-OR).

Maintenance and Accommodation of Utilities: A State-County Agreement No. 7540 complying with Section 116, Title 23 USC and paragraph 6d(1) of PPM 30-4.1 (FHPM 6-6-3-2) respectively, was executed August 28, 1981.

Note: 1) Project is in Congressional District No. 1.
2) Existing structure has a sufficiency rating of 2.0.

1741

OREGON STATE HIGHW[illegible] DIVISION
120 DOT Building
Salem, Oregon 97310

[illegible]hway # 534

Attention: Right-of-way Section

Subject: Federal Aid Project No. BRS-A677(1) Prefix 534-1950

Project Name Tualatin River Bridge, #1335 Fern Hill Rd

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after Jaunuary 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidential charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

PROGRAM SECT
MANAGER ______ PROJECT U[illegible] ____
[illegible]
MAN. ASSIST. ______ [illegible] ______
REFER TO ______
FOR ______

Signed at Hillsboro, Oregon, this 16th day of August, 1983

County of Washington

[redacted]/Chairman

Commissioner

Commissioner

APPROVED WASHINGTON COUNTY
BOARD OF COMMISSIONERS
MINUTE ORDER # 83-448
DATE 8-16-83
CLERK OF THE BOARD

Certified By:

Kenneth Rolfe
Regional Right-of-Way Supervisor
Date 8-24-83

Instructions: Complete A or B and C.
R/W File No. ______
Rev. 1/81

97-1

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
534-1950

TO: FILES

DATE: August 10, 1983

FROM: Frank E. Terpin F.E.T.
Location Engineer

SUBJECT: Tualatin River (Fern Hill Rd) Bridge Section
Fern Hill Road (FAS-A677)
Washington County

OSHD Permit No 353
R/F " " 3697

A meeting concerning the subject project was held at the project site on August 8, 1983. Attending were Mike Borresen, Washington County; Ralph Rogers, USCE; Ed Evans, Washington County, SWCD; Frank Terpin, ODOT; Dave Bryson, ODOT; Curt Duvall, ODOT; E. J. Dunn, ODOT; and, L. A. Goldsby, ODOT.

Washington County officials were informed that it was not possible to extend the scope of the project to include riprap protection of the river bank along Geiger Road. The proposed bridge has been designed with the same waterway area as the existing bridge. Therefore, no restriction of flow is anticipated and no increase in velocity will occur that could be expected to change the existing conditions along Geiger Road.

Mr. Rogers, USCE, was concerned that the proposed construction would destroy the riparian vegetation along the river bank between Stations 115 and 120. This destruction would be the result of constructing riprap bank protection in the area. After an inspection of the area, it was decided that the riprap protection could be limited to the area between Sta. 118+25 and Sta. 120+25 saving much of the riparious vegetation and destroying no large trees. It was agreed to require establishment of woody vegetation similar to that existing where possible.

Class 700 Riprap	2,135 CY
Filter Blank	370 CY
Toe Tr Exc	715 CY
Str Exc	30 CY

FET:ge

cc E. L. Hardt
D. L. Trout
D. E. Keyes
L. K. Watson
S. H. Macnab [illegible]
D. W. Bryson

Copy sent to
DSL 8/12/83
DLT

RECEIVED
AUG 11 1983
ROAD DESIGN
SECTION

Versteeg
Anderson
Adams
Macnab
Stoudenmeyer
Terpin
Trout
Wakerlig

Do Not File
Return To
Bring Up / /
Action

1. 9727

Section *Tualatin River (Fern Hill Rd.) Bridge* Programming Estimate $ ______

Highway *FAS A677 (Fern Hill Rd.)* Pro. Length *0.27 mi.*

County *Washington* Completion Time *265 CD*

Kind of Work *Grading, Paving, Structure* Est. Comp. Date *July 15, '84*

Prefix *534-1950* Letting Date *Sept. 22, '83* Project No. *BRS-A677(4)*

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 323,006^{50}

Anticipated Additional Items:

Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	1,500	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control	1,000	
State Furnished- ______		
Roadside Seeding & Mulching		$ 4,500^{00} ~~2,500^{00}~~
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x ____ hrs.)		
State Responsibility for Damages		
Signal Controller Testing		
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
______		
Establish woody vegetation	2,000	
______		
______		
______		
Adjust Utilities:		
______		
______		

Subtotal $ 327,506^{50} ~~325,506^{50}~~

Contingencies (4-1/2%) . . . . 14,737^{79} ~~14,647^{79}~~

Engineering (~~8~~, [✓ 9], ~~10~~%) . . . . 29,475^{59} ~~29,295^{59}~~

~~Subtotal~~ $

Credit for ______ . . . . . .

Estimated Net Authorization, Construction . . . . $ ~~369,449^{88}~~ 371,719^{88}

APPROVED

Road Design Engineer

APPROVED
FINAL DESIGN ENGR. for

Rev. 11/81

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

Section: Tualatin River (Fern Hill Rd.) Bridge
County: Washington
Sheet 1 of 2
Kind of Work: Grading, Paving, Structure
Length: 0.27 mi.
Date: 8-2-83
Name: Bricher

No.	Item	Code	Unit	Quant.	Unit Cost	Total
1	Mobilization		All	All	-	27,500-
2	Temporary Protection and					
	Direction of Traffic		All	All	-	1,000-
3	Temporary Signs		Sq. Ft.	232	6-	1,392-
4	Temporary Continuous Rail Traffic					
	Barriers, Reflectorized		Lin. Ft.	50	18-	900-
5	Flagmen		Hour	40	21-	840-
	ROADWORK					
6	Clearing and Grubbing		All	All	-	10,000-
7	General Excavation		Cu. Yd.	3,800 ~~6,185~~	4^{50}	17,100-
8	Stone Embankment		Cu. Yd.	2,670	8-	21,360-
9	Toe Trench Excavation		Cu. Yd.	~~1,455~~ 715	7-	5,005-
10	Finishing Roadbed and Slopes		All	All	-	5,000-
11	Watering		M-Gal.	150	8-	1,200-
12	Coarse Aggregate Base		Ton	3,000	7^{25}	21,750-
13	3/4"-0 Aggregate Base		Ton	450	7^{25}	$3,262^{50}$
14	Class "B" Asphalt Concrete		Ton	1,000	31^{50}	31,500-
15	Guard Rail, Type 2A		Lin. Ft.	600	11-	6,600-
16	Guard Rail, Type 3		Lin. Ft.	100	28-	2,800-
17	Guard Rail Anchors, Type 1		Each	4	325-	1,300-
18	Rail End Pieces, Type C		Each	4	80-	320-

734-1736 (8-81)

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

Section: Tualatin River (Fern Hill Rd.) Bridge	County: Washington		Sheet 2 of 2
Kind of Work: Grading, Paving, Structure	Length: 0.27 mi.	Date: 8-2-'83	Name: Bricher

No.	Item	Code	Unit	Quant.	Unit Cost	Total
19	Rail End Pieces, Terminal Connector		Each	4	50-	200-
20	Loose Riprap, Class 700		Cu. Yd.	2,135 ~~3,775~~	15-	32,025-
21	Filter Blanket		Cu. Yd.	370 ~~2,100~~	15-	5,550-
22	Filter Fabric Membrane		Sq. Yd.	600	1-	600-
23	Roadside Seeding and Mulching		Acre	2	1,000-	2,000-
	STRUCTURE					
24	Bridge Removal Work		All	All	-	13,000-
25	Structure Excavation		Cu. Yd.	30	12-	360-
26	Furnish Pile Driving Equipment		All	All	-	20,000-
27	Furnish 12-inch or 14-inch					
	Prestressed Concrete Piling		Lin. Ft.	740	12-	8,880-
28	Furnish 14-inch or 16-inch					
	Prestressed Concrete Piling		Lin. Ft.	780	14-	10,920-
29	Drive Prestressed Concrete Piles		Lin. Ft.	1,260	2-	2,520-
30	Structural Concrete, Class 3300 (32 CY @ $210)		All	All	-	6,720-
31	4'x 40'/45' Prestressed Slabs		Each	21	2,300-	48,300-
32	Reinforcement (4,400 lbs. @ $0.50)		All	All	-	2,200-
33	Two Tube Steel Railing		Lin. Ft.	237	46-	10,902-
					Struct. SubT	123,802-

734-1736 (8-81)

5

US Army Corps
of Engineers
Portland District
Regulatory Functions Branch
P.O. Box 2946
Portland, Oregon 97208

Public Notice of Application for Permit

orig to

RECEIVED
STATE HWY ENGR
JUL 13 '83
REFER TO: Terpin
FOR

Info	Invest	R/D	D/R	Sign	Act	File

NPPND-RF-1

PUBLIC NOTICE DATE: 12 July 1983

CLOSING DATE: 12 August 1983

REFERENCE NUMBER: 071-OYA-2-004860
(Tualatin River - Fill and Bank Protection)

Interested parties are hereby notified that application has been received for a Department of the Army permit for certain work in waters of the United States, as described below and shown on the attached plan.

APPLICANT: Oregon State Highway Division
Transportation Building
Salem, Oregon 97310
(503) 378-6883

LOCATION: Tualatin River, Mile 56.4, Washington County, near Forest Grove, Oregon, and south of Fern Hill Road Bridge.

WORK: The work will consist of the following:

a. Construct a new bridge with approach fills upstream of existing bridge at Fern Hill Road

b. Place 7,900 cubic yards of fill below OHW consisting of 2,000 cubic yards of common material, 2,100 cubic yards of filter blanket material, and 3,500 cubic yards of riprap for bridge-bank protection.

c. Excavate 3,600 cubic yards of material consisting of 2,100 cubic yards from the bank, and 1,500 cubic yards for toe trench.

d. All excavated material will be placed as common embankment material.

e. The work is shown on the attached drawing marked 004860 (Tualatin River - Fill and Bank Protection).

PURPOSE (Per Applicant): To realign road to improve the safety of the facility for the traveling public.

ADDITIONAL INFORMATION: Additional information may be obtained from Don Keyes, Oregon State Highway Division, Transportation Building, Salem, Oregon 97310, (503) 378-6265 or Jim Turner, Permit Coordinator, Portland District, U.S. Army Corps of Engineers, P.O. Box 2946, Portland, Oregon 97208, telephone (503) 221-6995.

NPD 16C
SEP 81

AUTHORITY: This permit will be issued or denied under the following authorities:

(X) Perform work in or affecting navigable waters of the United States - Section 10, River and Harbor Act 1899 (33 U.S.C. 403).

(X) Discharge dredged or fill material into waters of the United States - Section 404, Clean Water Act (33 U.S.C. 1344).

( ) Transport dredged material for the purpose of dumping it into ocean waters - Section 103, Marine Protection, Research and Sanctuaries Act of 1972 (33 U.S.C. 1413).

SPECIAL CONDITIONS: The requested permit, if issued, will be subject in part to the following conditions:

a. All construction debris will be disposed of on land in such a manner that it cannot enter the waterway.

b. Care will be taken to prevent any petroleum products, chemicals, or other deleterious materials from entering the water.

c. Slope of riprap, bank, or excavation, will be no steeper than 1.5 feet horizontal to 1 foot vertical.

d. Only clean, durable riprap will be used.

e. All areas along the bank, disturbed or newly created by the construction activity, will be seeded, sodded, revegetated, or given some other equivalent type of protection against subsequent erosion.

f. Work in the waterway will be done so as to minimize turbidity increases in the water that tend to degrade water quality and damage aquatic life.

g. When the District Engineer has been notified by a fishery agency that a filling activity is adversely affecting fish or wildlife resources or the harvest thereof, and when the District Engineer subsequently directs remedial measures, the permittee will comply with such directions as may be received to suspend or modify the activity, to the extent required to mitigate or eliminate the adverse effect.

h. If the permittee, during prosecution of the work authorized herein, encounters a previously unidentified archeological or other cultural resource within the area subject to Department of the Army jurisdiction that might be eligible for listing in the National Register of Historic Places, he shall immediately notify the District Engineer.

WATER QUALITY CERTIFICATION: A permit for the described work will not be issued until certification, as required under Section 401 of the Clean Water Act (P.L. 95-217), has been received or is waived from the certifying state. Waiver will be deemed to occur if the certifying state fails or refuses to act on the request for

WATER QUALITY CERTIFICATION (Cont'd.):

certification within 45 days. Attached is the state's notice advertising the request for certification.

PUBLIC HEARING: Any person may request, in writing, within the comment period specified in this notice, that a public hearing be held to consider this application. Requests for public hearings shall state, with particularity, the reasons for holding a public hearing.

SECTION 404(b)(1) EVALUATION: The impact of the activity on the public interest will be evaluated by EPA guidelines, under authority of Section 404(b)(1) of the Clean Water Act.

ENDANGERED SPECIES: Preliminarily, the described activity will not affect endangered species, or their critical habitat designated as endangered or threatened, under the Endangered Species Act of 1973 (87 Stat. 844). Formal consultation under Section 7 of the Act is not required for the described activity.

FLOOD PLAIN MANAGEMENT: Evaluation of the described activity will include conformance with appropriate State or local flood plain standards; consideration of alternative sites and methods of accomplishment; and weighing of the positive, concentrated and dispersed, and short- and long-term impacts on the flood plain.

CULTURAL RESOURCES: The property described is not a registered or eligible property in the latest published version of the National Register of Historic Places.

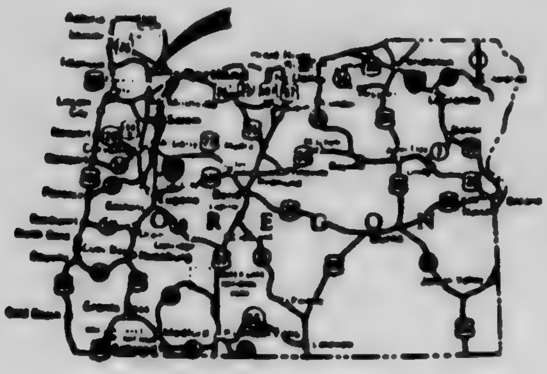
EVALUATION: The decision whether to issue a permit will be based on an evaluation of the probable impact including cumulative impacts of the described activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefit which reasonably may be expected to accrue from the described activity must be balanced against its reasonably foreseeable detriments. All factors, which may be relevant to the described activity will be considered including the cumulative effects thereof; among those are conservation, economics, aesthetics, general environmental concerns, wetlands, cultural values, fish and wildlife values, flood hazards, flood plain values, land use, navigation, shore erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food and fiber production, mineral needs and, in general, the needs and welfare of the people.

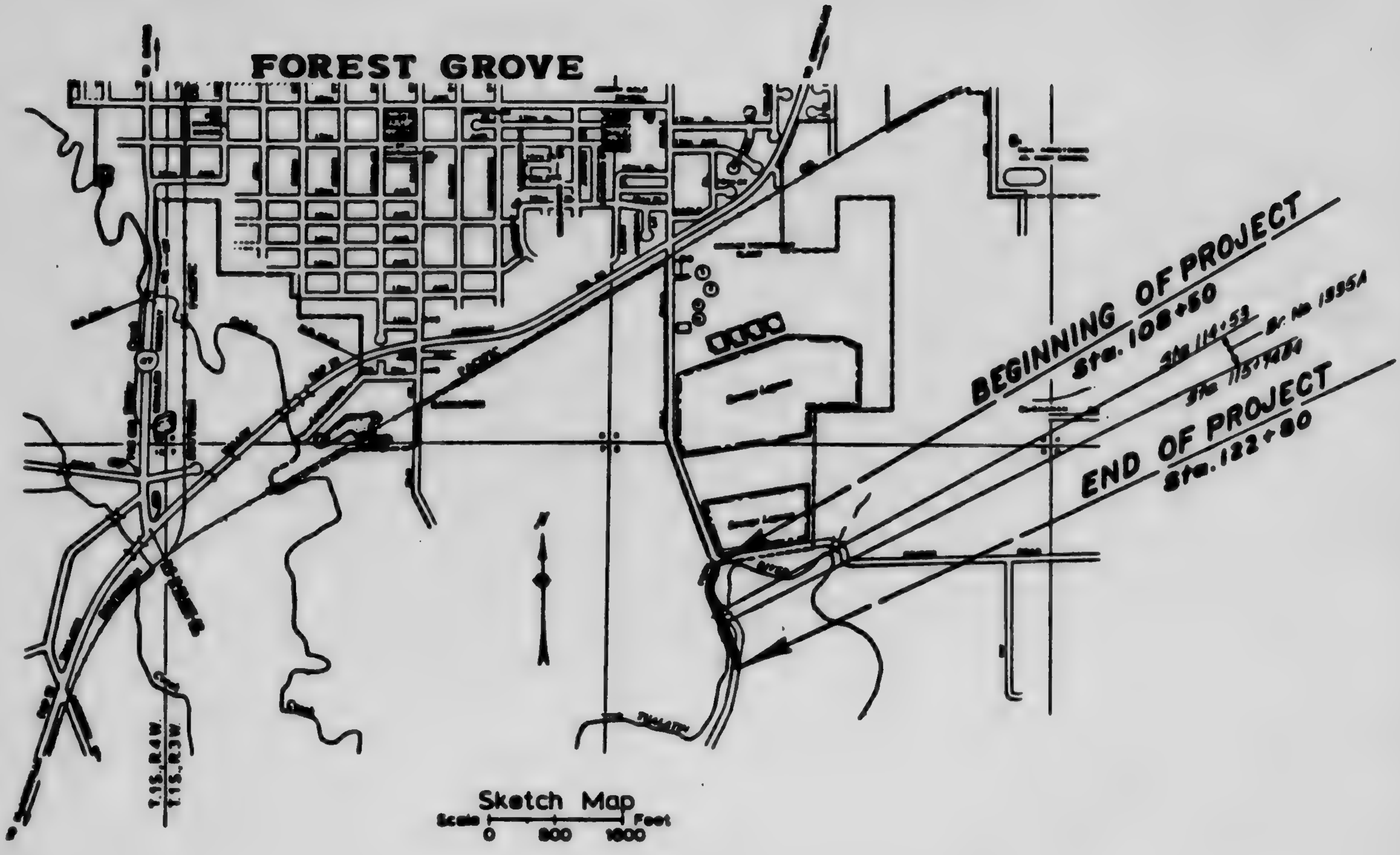
ADDITIONAL REQUIREMENTS: State law requires that leases, easements, or permits be obtained for certain works or activity in the described waters. These State requirements must be met, where applicable, and a Department of the Army permit must be obtained before any work within the applicable Statutory Authority, previously indicated, may be accomplished. Other local governmental agencies may also have ordinances or requirements which must be satisfied before the work is accomplished.

NPPND-RF-1
004860

Comments on the described work, with the reference number, should reach this office no later than the expiration date of this Public Notice to become part of the record and be considered in the decision.

004860 (Tualatin River - Bridge Fill & Bank Protection)



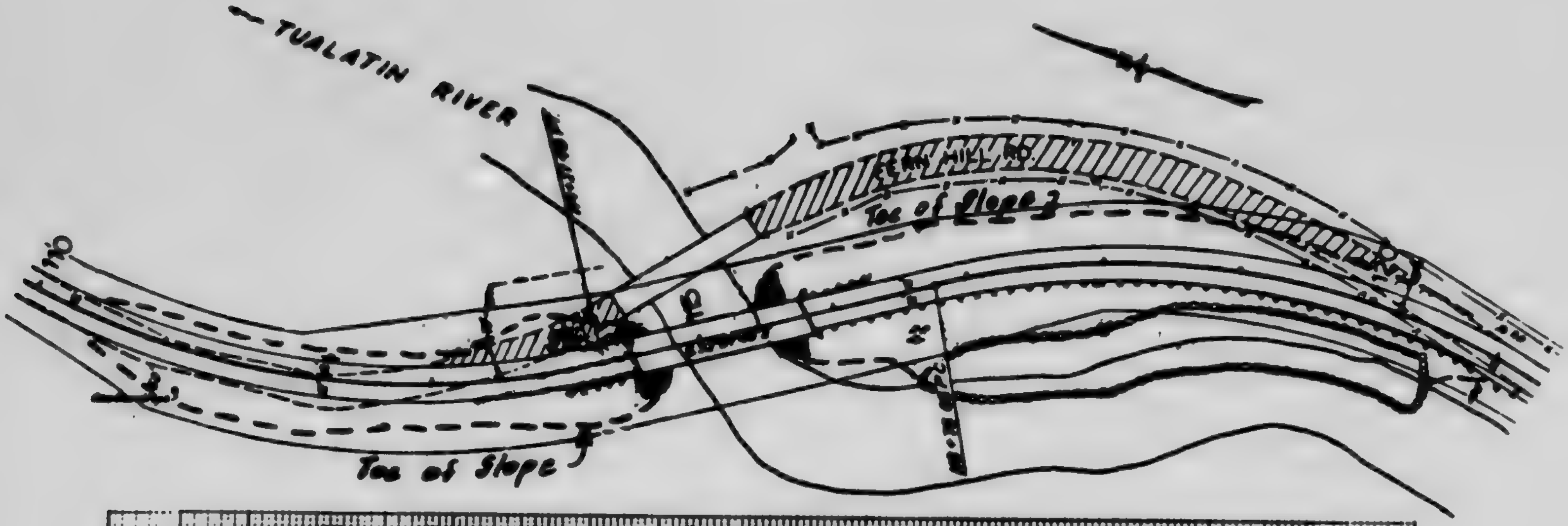

FOREST GROVE
BEGINNING OF PROJECT
Sta. 108+50
Sta 114+53
Br. No 1995A
Sta 115+14.24
END OF PROJECT
Sta. 122+80
N
T.1S.R.4W.
T.1S.R.3W.
Scale
0
800
1600
Feet

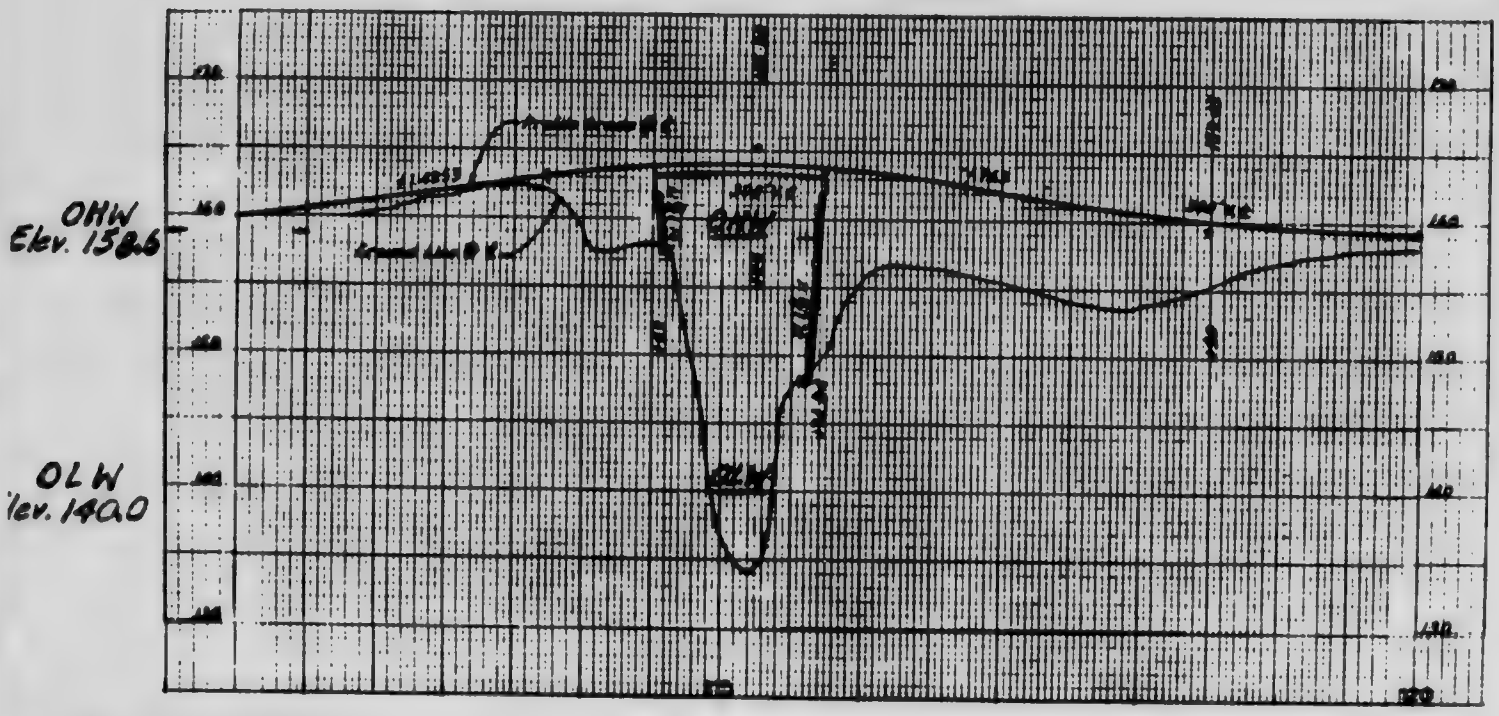
Sketch Map

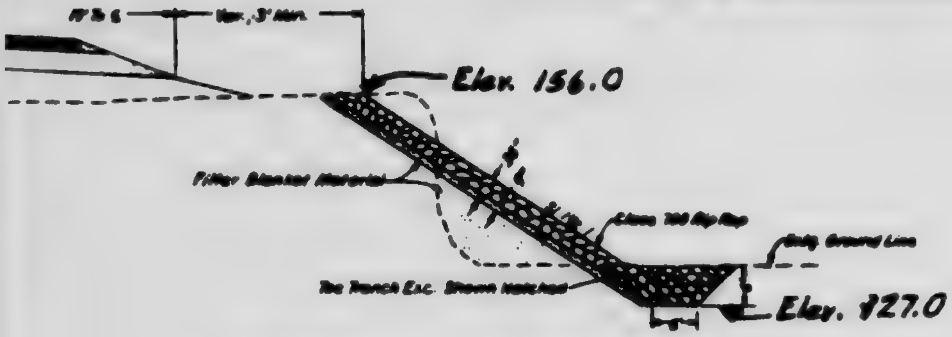
PROPOSED BRIDGE REPLACEMENT AND BANK PROTECTION
IN: Tualatin River RIVER MILE: 56.4
NEAR: Forest Grove COUNTY: Washington STATE: OR
APPLICANT: Oregon State Highway Division
DATE: April 1983 SHEET 1 OF 2

004860 (Tualat River - Bridge Fill & Bank Prot ion)

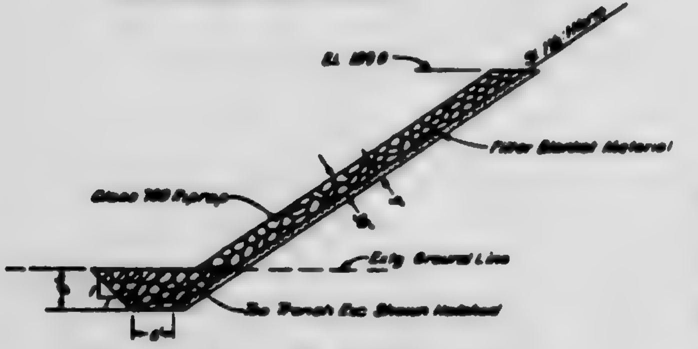
Sec. 8, T.1S., R.3W., W.M.


TUALATIN RIVER
Toe of Slope
Toe of Slope




Var., 3' Min.
Elev. 156.0
Filter Blanket Material
Class 700 Rip Rap
Orig. Ground Line
Toe Trench Exc. Shown Hatched
Elev. 127.0

RIPRAP DETAIL
STA. 116+50 To STA 120+50


Filter Blanket Material
Class 700 Riprap
Orig. Ground Line
Toe Trench Exc. Shown Hatched

RIPRAP DETAIL AT BRIDGE ENDS

PROPOSED BRIDGE REPLACEMENT AND BANK PROTECTION
IN: Tualatin River RIVER MILE: 56.4
NEAR: Forest Grove COUNTY: Washington STATE: OR
APPLICANT: Oregon State Highway Division
DATE: April 1983 SHEET 2 OF 2

:7727

PROJEC PROSPECTUS

misc

PART 4 — SURVEY AUTHORITY

FAS A677N

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION
Tualatin River Overflow Bridges (2)
Fern Hill Road
Washington County

REGION
Metro

SURVEY AUTHORITY

AUTHORIZATION NO. 1

PREFIX 34-1955

DATE 7-1-83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 5,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 500
902 CITIZEN'S INVOLVEMENT			916 PHOTOGRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		200
905 FINAL DESIGN		3,000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		3,000
906 BRIDGE DESIGN	see 927		921 SPECIFICATIONS		3,000	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST		300	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION		10,000	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		300	927 FREE BRIDGE DESIGN		8,000			
914 REGION UTILITY LIAISON		200	932 RAILROAD & UTILITIES		200			

TOTALS	$ 34,200	$ 34,200
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER
BRS-A677(3)

LOCATION ENGINEER'S REMARKS

The State will perform all phases of preliminary engineering. Free County Bridge Design applies to this project.

1 Versteeg ✓
Anderson
2 Adams
Macnab
3 Stoudenmeyer
Terpin
4 Trout
Wakerlig

RECEIVED
JUL 7 198
ROAD DESIGN SECTION

Lyle

Do Not File ☐
Return To
Bring Up
Action

ON HIP (HBR) $210,000

PREPARED BY	DATE 3-14-83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 5/4/83
RECOMMENDED, REGION ENGINEER X	DATE 3/16/83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 5-3-83
RECOMMENDED, LOCATION ENGINEER X	DATE 5/2/83	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 4-26-83	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION Tualatin River Overflow Bridges (2)			REGION Metro
STATE HIGHWAY # N/A	HIGHWAY NAME N/A	MILE POST FROM N/A TO	LENGTH 0.2 mi.
☐ URBAN ☒ RURAL	CITY	COUNTY Washington	ROAD/STREET NAME Fern Hill Road
ROUTE # N/A	FEDERAL AID # FAS A677	APPLICANT (IF OTHER THAN STATE) Washington County	

COST ESTIMATES (000's)			PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING		$	GRADING (✓)	X	FILES (#)	0
RIGHT OF WAY		$ 0	PAVING (✓)	X	ACRES (#)	0
ROADWAY	$ 20		STRUCTURES (✓)	X	RELOCATIONS (#)	0
STRUCTURES	$ 203 ~~299~~		SIGNING (✓)		WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$		SIGNALS (✓)		PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$		ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$ 13				RIGHT OF WAY DESCRIPTIONS (S,C,A)	S
	$		ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	S
40% ENGINEERING & CONTINGENCIES	$ included above		DESIGN CATEGORY (1-7)	7	CONSTRUCTION BY	
TOTAL CONSTRUCTION		$ 256 ~~319~~	WORK TYPE (1-12)	5	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE		$				

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) /	RECOMMENDED FUNDING SOURCE HBR (On-System)	RECOMMENDED PROGRAM YEAR FY 1984

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	2	2
SIGNALS (#)	0	0
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	1,000	1,000
YEAR OF AVERAGE DAILY TRAFFIC	1982	1984

DEFINE THE PROBLEM

Two narrow timber bridges with load limits in effect.

PROPOSED SOLUTION

Replace two existing bridges, maintaining the same roadway alignment. Replacing with culverts is an alternative to new structures.

REQUESTED, REGION ENGINEER X Edward J Hardt	DATE 3/16/83			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS

PART 1 — PRO ECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Tualatin River Overflow Bridges (2)

REGION
Metro

PROJECT JUSTIFICATION

This project is included in the approved FY 1984 Highway Bridge Replacement Program

ADMINISTRATION RECOMMENDATION

PROJEC PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Tualatin River Overflow Bridges (2)

REGION
Metro

TER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

								PERMITS AND DOCUMENTS			
~~A—95~~	N ~~S~~	SIGNS (PERMANENT)	S	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	S		
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N		
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	S	CULTURAL RESOURCE	N		
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	S ~~N~~	DEQ INDIRECT SOURCE	N		
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N		
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	S ~~N~~	SECTION 106	N		
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	N		
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N		
HYDRAULIC STUDY	S	RR ENCROACHMENT	N	▨		SIGNALS	N	OLD (#)	0	NEW (#)	0
						UTILITIES	A	(LIST BELOW)			

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
0	0	0	0

COMPANIES
Portland General Electric
General Telephone
N.W. Natural Gas
Forest Grove Light & Power

RIGHT-OF-WAY LIAISON	N	EASEMENTS (#)	0	ACCESS CONTROL (Y/N)	N

DESIGN SPEED
45

DESIGN STANDARDS
AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
-	-	-	-	-	-	-	10'	-	10'	-	-	-	-	-	-	-
-	-	-	-	2'	-	-	12'	-	12'	-	-	2'	-	-	-	-
PROPOSED																

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA

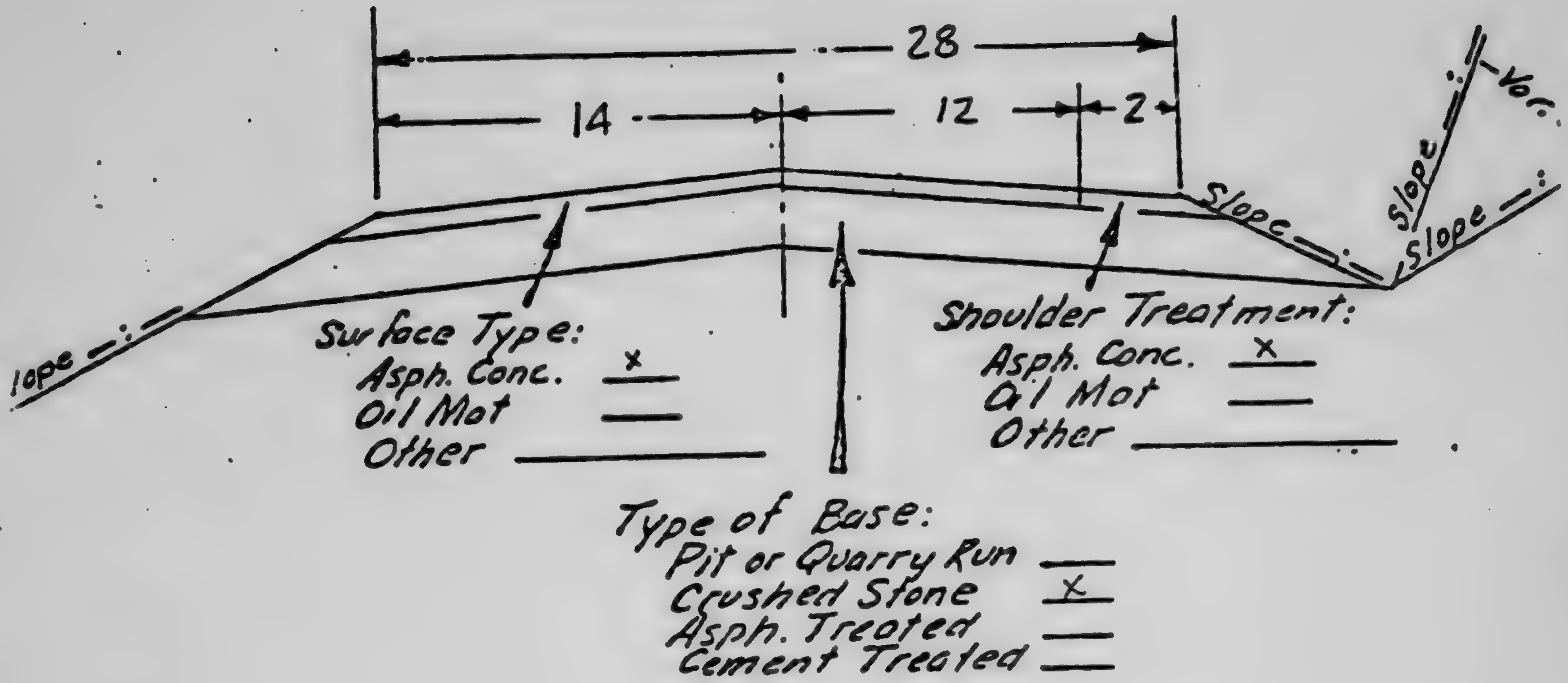
STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	50	28	80.000	BRIDGE 5			
BRIDGE 2	65	28	107.000	BRIDGE 6			
Remove ~~BRIDGE 3~~	Extg. Structures		16.000	BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED
Location Engineer
Date 5/2/83

734-1912 (7-82)

TYPICAL SECTION

ROADWAY

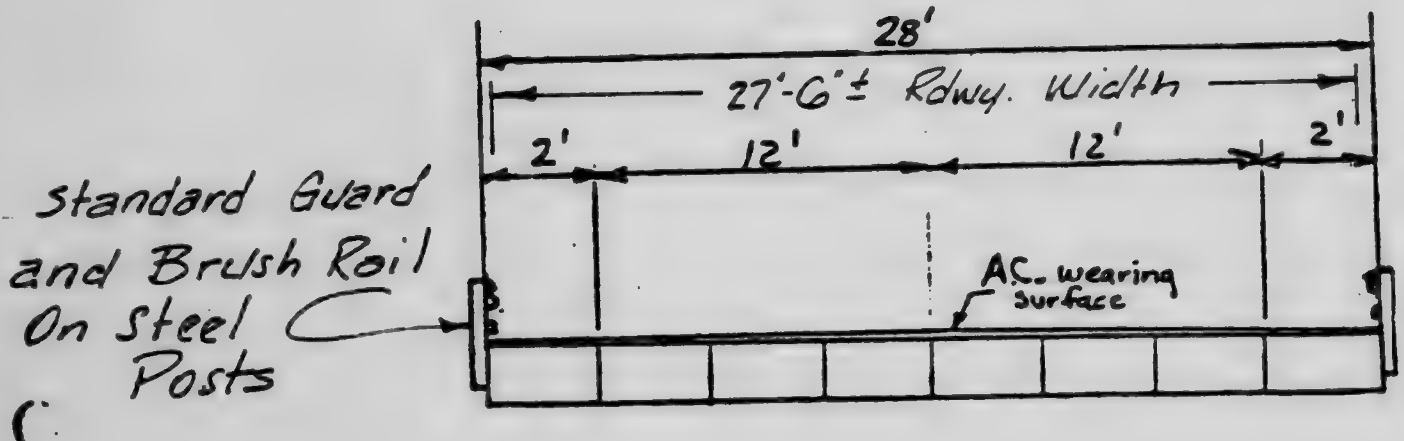

28
14
12
2
Slope
Slope
Slope
Var.
lope

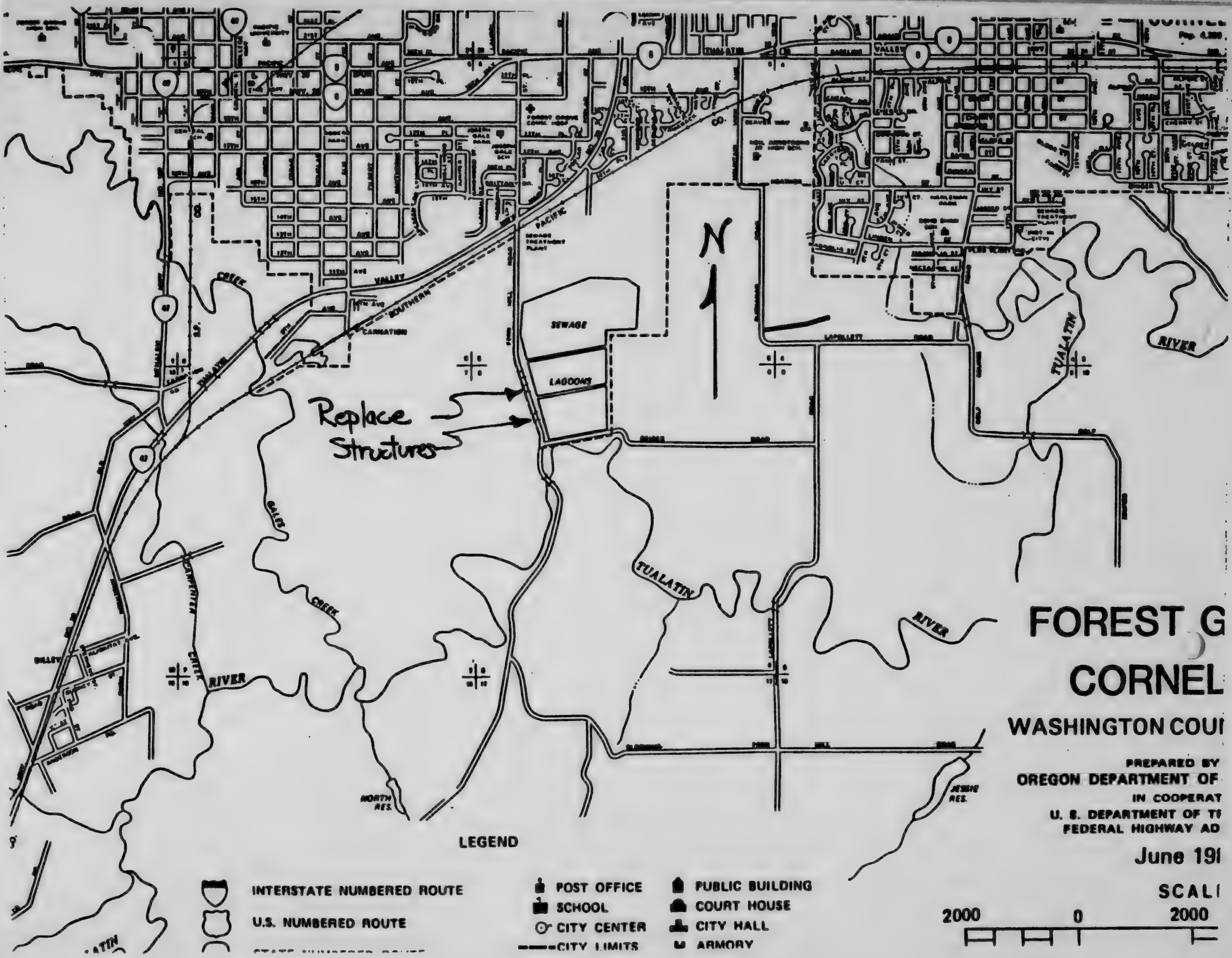
Surface Type:
Asph. Conc. x
Oil Mat
Other

Shoulder Treatment:
Asph. Conc. x
Oil Mat
Other

Type of Base:
Pit or Quarry Run
Crushed Stone x
Asph. Treated
Cement Treated

BRIDGE


28'
27'-6"± Rdwy. Width
2'
12'
12'
2'
Standard Guard and Brush Rail On Steel Posts
AC. wearing surface


FOREST G
CORNEL
WASHINGTON COU
PREPARED BY
OREGON DEPARTMENT OF
IN COOPERAT
U. S. DEPARTMENT OF T
FEDERAL HIGHWAY AD
June 19
SCAL
2000
0
2000
LEGEND
INTERSTATE NUMBERED ROUTE
U.S. NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
CITY LIMITS
PUBLIC BUILDING
COURT HOUSE
CITY HALL
ARMORY
Replace Structures
N
SEWAGE
LAGOONS
TUALATIN
RIVER
GALES
CREEK
CARPENTER
CREEK
RIVER
SOUTHERN
PACIFIC
VALLEY
CARNATION
NORTH RES.
JESSIE RES.

7727

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Section, Detail & Summary
2A	Temporary Protection And Direction Of Traffic
3	Plan
3A	Profile

6-16-83

STATE OF O

DEPARTMENT OF TR

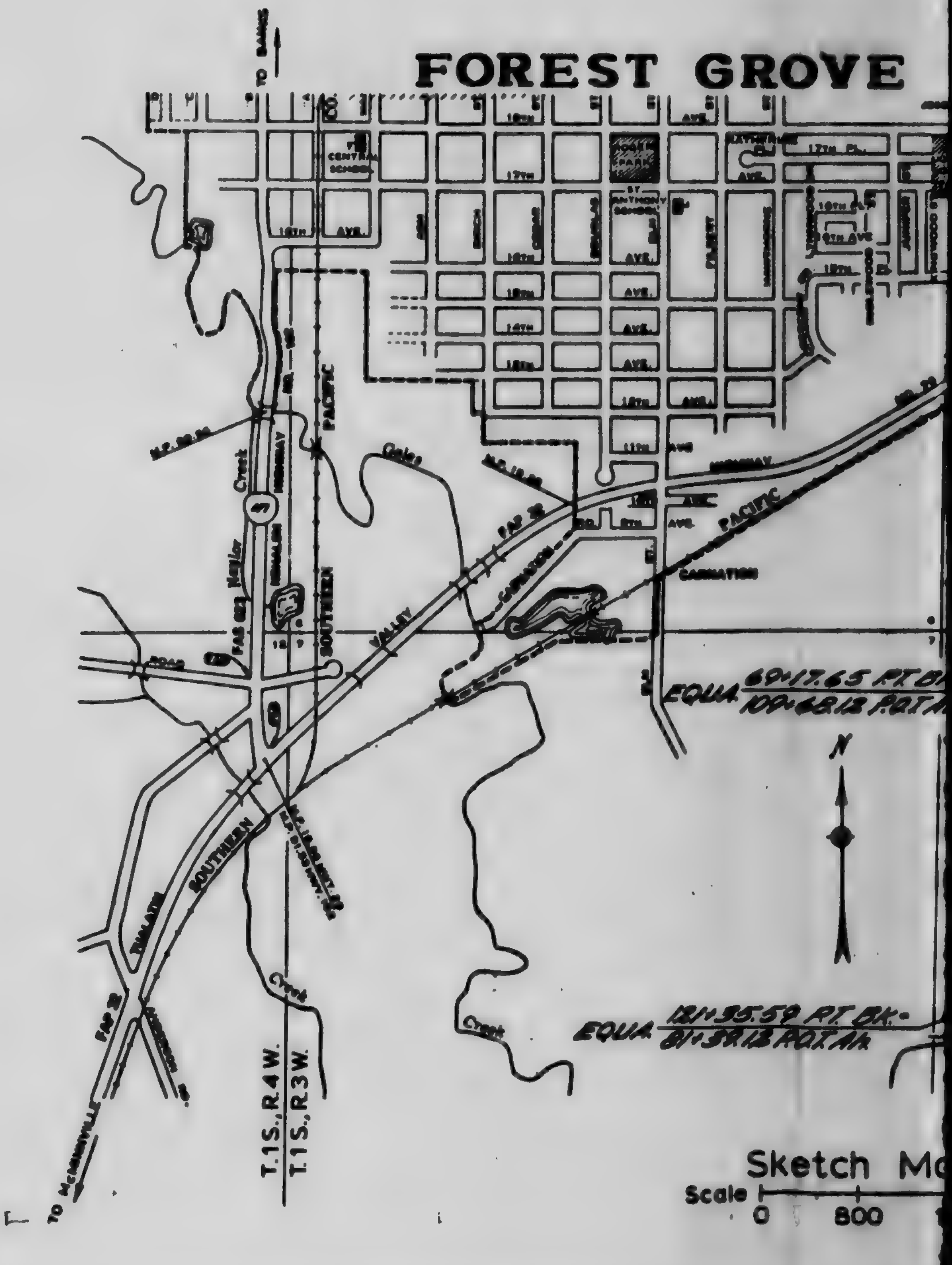
STATE HIGHWAY

PLANS FOR PROPOSE

TUALATIN RIVER (FERN H

FAS A677 (FERN

WASHINGTON C


TO BANKS
FOREST GROVE
CENTRAL SCHOOL
17TH
18TH AVE.
16TH
15TH
14TH
13TH
12TH
11TH
AVE.
17TH PL.
16TH PL.
ST. ANTHONY SCHOOL
PACIFIC
Gales
Creek
HIGHWAY
FAP 28
47
Naylor
FAS 683
ROAD
SOUTHERN
VALLEY
CARNATION
PACIFIC
EQUA. 69+17.65 P.T. B
109+68.12 P.O.T. A
N
SOUTHERN
TUALATIN
FAP 28
Creek
Creek
EQUA. 121+35.59 P.T. BK.
81+39.12 P.O.T. Ah.
T.1S., R.4W.
T.1S., R.3W.
TO McMINNVILLE

Sketch Ma

Scale 0 800

S-1

TE OF OREGON

T OF TRANSPORTATION

HIGHWAY DIVISION

FOR PROPOSED PROJECT AS REVISED

length - 0.27 mi

PRELIMINARY COPY
JUN 7 1983
SUBJECT TO CHANCE
FINAL DESIGN UNIT

PRELIMINARY COPY
SUBJECT TO CHANGE

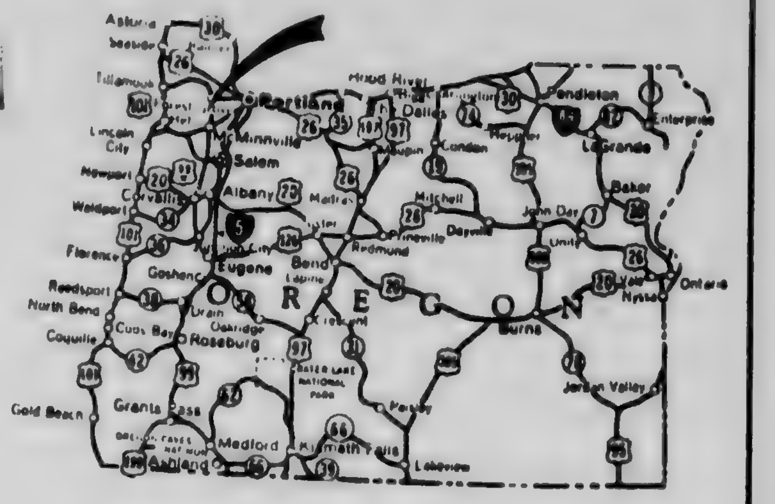
TUALATIN RIVER (FERN HILL RD.) BRIDGE SEC. FAS A677 (FERN HILL RD.) WASHINGTON COUNTY				SHEET No. 1
FED ROAD Div. No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

HBR-C

ERN HILL RD.) BRIDGE SEC.

77 (FERN HILL RD.)

ASHINGTON COUNTY



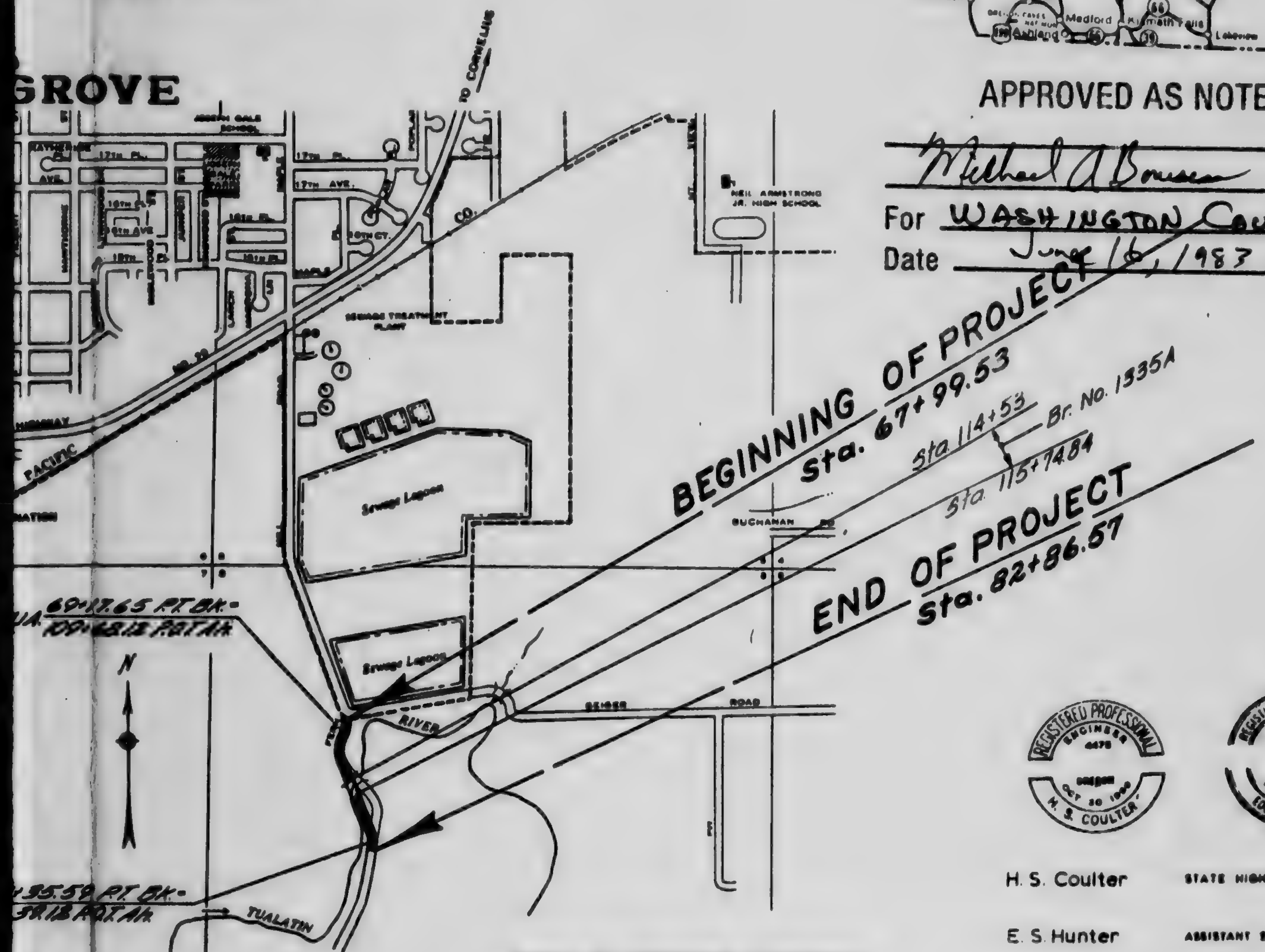
Astoria
Seaside
Tillamook
Portland
Hood River
The Dalles
Pendleton
La Grande
Enterprise
McMinnville
Salem
Lincoln City
Newport
Corvallis
Albany
Waldport
Florence
Eugene
Bend
Redmond
Prineville
Mitchell
John Day
Baker
Ontario
Reedsport
North Bend
Coos Bay
Coquille
Roseburg
Burns
Jordan Valley
Gold Beach
Grants Pass
Medford
Ashland
Klamath Falls
Lakeview
O R E G O N

APPROVED AS NOTED

Michael A Bousen

For WASHINGTON COUNTY

Date June 16, 1983



GROVE
TO CORNELIUS
NEIL ARMSTRONG JR. HIGH SCHOOL
SEWAGE TREATMENT PLANT
Sewage Lagoon
Sewage Lagoon
PACIFIC
BUCHANAN RD.
GEISER ROAD
RIVER
TUALATIN
N
BEGINNING OF PROJECT
Sta. 67+99.53
Sta 114+53
Br. No. 1335A
Sta. 115+74.84
END OF PROJECT
Sta. 82+86.57
UA 69+17.65 P.T. BK-
109+48.18 P.O.T. Ah.
+95.59 P.T. BK-
39.18 P.O.T. Ah.

Sketch Map
cale 0 800 1600 Feet

H. S. Coulter 4475 OCT 30 1950

EDGAR S. HUNTER 4663 MAY 15, 1950

H. S. Coulter STATE HIGHWAY ENGINEER

E. S. Hunter ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Tom Walsh	VICE CHAIRMAN
Peter J. Brix	COMMISSIONER
Robert F. Dwyer	COMMISSIONER
N. B. Giustina	COMMISSIONER
Fred D. Miller	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

FIELD OPERATIONS ENGINEER DATE

5

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 27, 1983

In Reply Refer to
File No.:
LOC 4

Gerald A. Newgard, Chief
Regulatory Functions Branch
Portland District, Corps of Engineers
P. O. Box 2946
Portland, OR 97208

Re: 071-OYA-2-004860
Tualatin River (Fern Hill Road)
Bridge Replacement
Washington County

The following are answers to the questions in your letter of May 11, 1983:

(a) The OHW and OLW elevations have been added to the drawings.

(b) Fill placed below OHW is approximately 2,000 cubic yards of common material, approximately 3,800 cubic yards of riprap and approximately 2,100 cubic yards of filter blanket material. Excavation below OHW is approximately 2,100 cubic yards to reshape the river bank and approximately 1,500 cubic yards for the toe trench. It is assumed that the contractor who is awarded the contract will use a backhoe or dragline, trucks, dozers and other miscellaneous construction equipment.

(c) The toe of the embankment has been added to the drawings. The area that the vegetation will be disturbed is 0.06 acres northerly of the stream crossing and 0.37 acres southerly of the stream crossing, for a total of 0.45 acres.

(d) Fern Hill Road is a County road and Washington County requested the project. The realignment is to improve the safety of the facility for the traveling public.

(e) The existing road will be removed to approximate elevation 157 and be contoured to fit the surrounding terrain and then seeded and mulched.

RECEIVED
TECHNICAL SERVICES
MAY 27 '83
REFER TO
FOR
File
Act
Sign
D/R
R/D
Invest
Info

(f) The excavated material will be used to build the embankments. There will be no excess.

We are still anticipating awarding and completing a contract this year so that anything that can be done to expedite the processing of the permit would be appreciated.

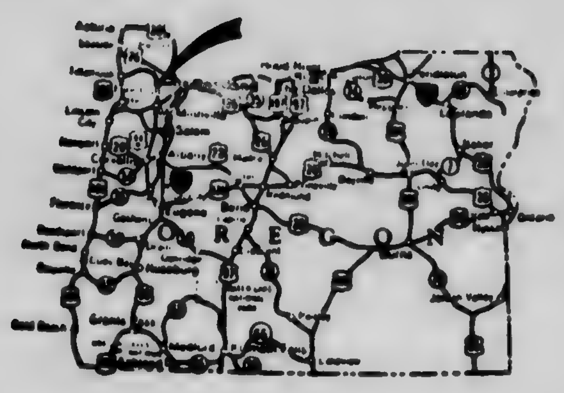
ORIGINAL SIGNED BY
FRANK E. TERPIN

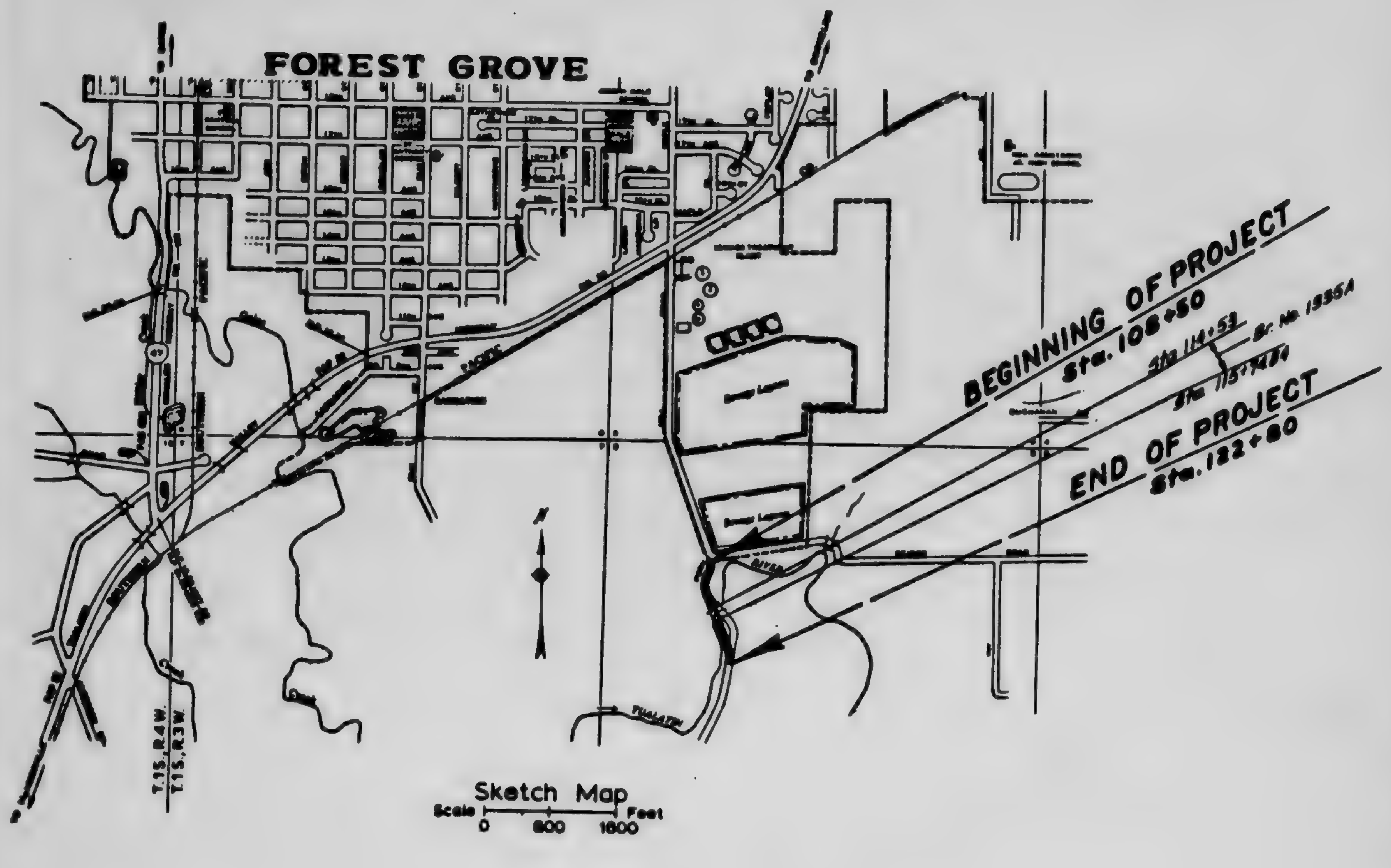
Frank E. Terpin
Location Engineer

FET:DEK:ja

Enc. (6)

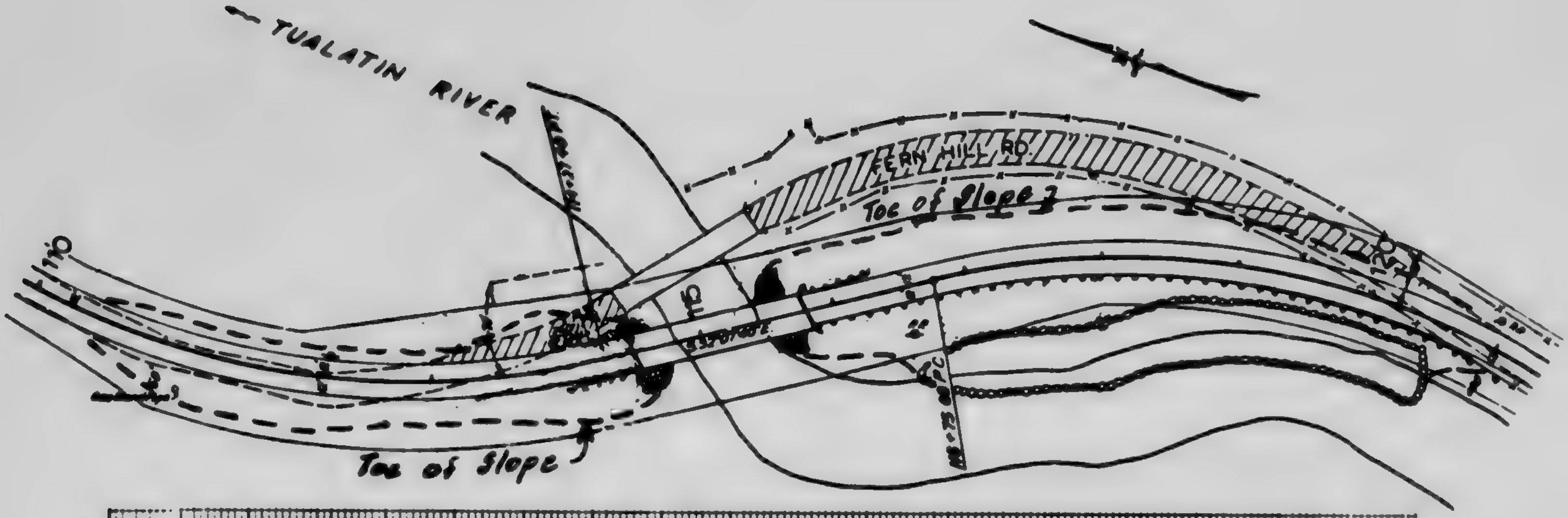
bc E. S. Hunter w/attachment
Walt Hart "
Ed Hardt "
Don Trout "
Don Keyes "

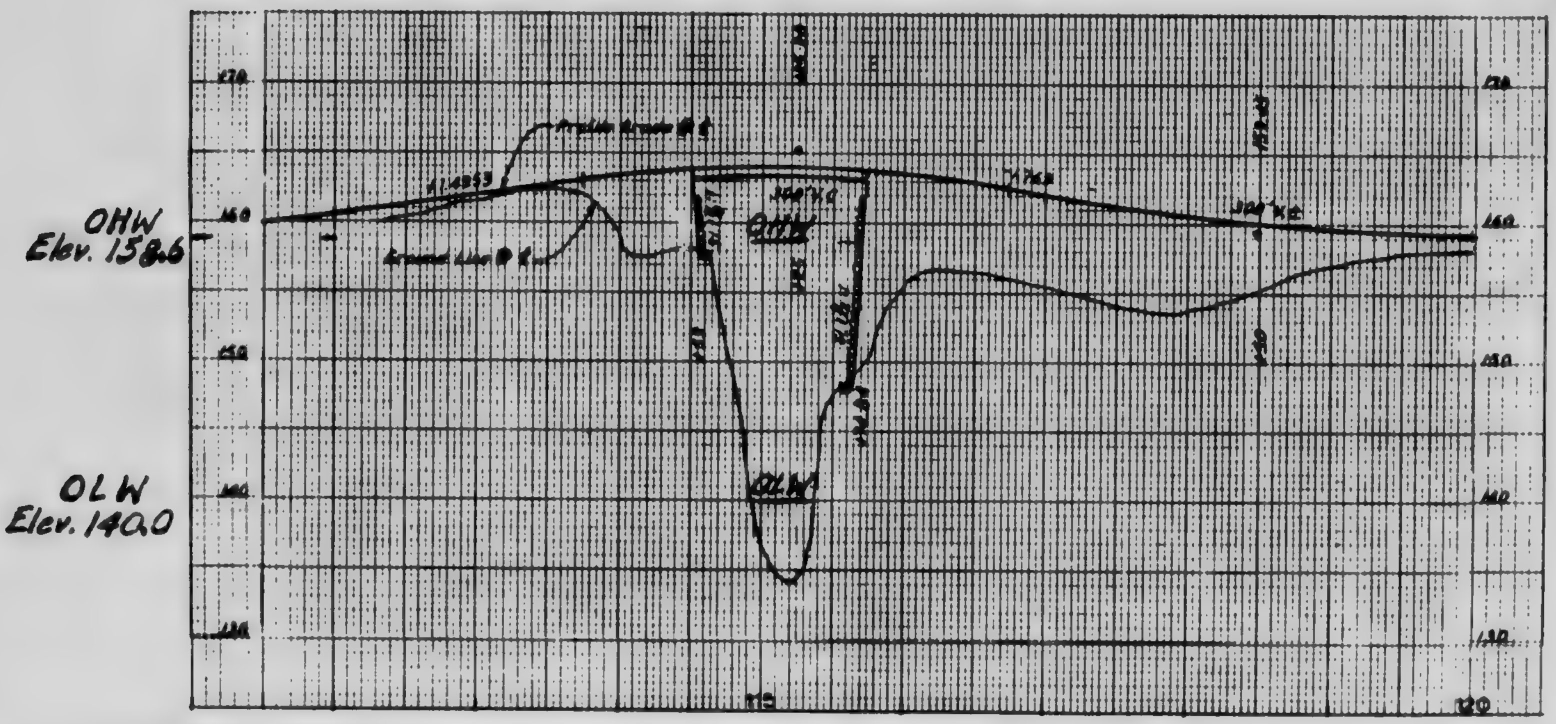


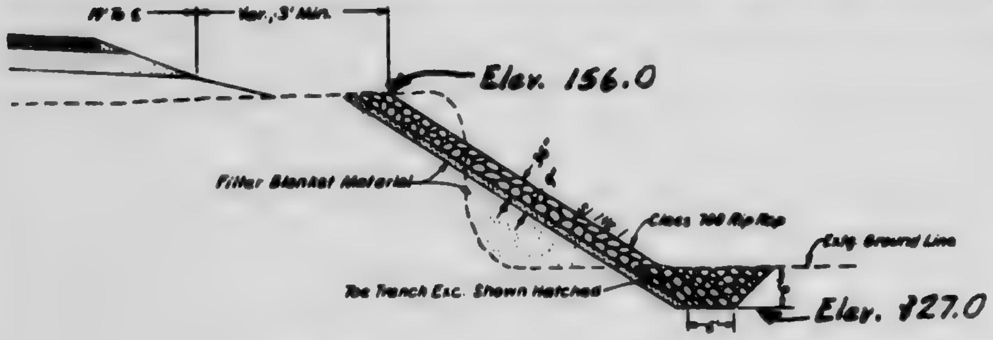

FOREST GROVE
PACIFIC
BEGINNING OF PROJECT
Sta. 108+50
Sta 114+53
Br. No. 1935A
Sta 115+74.34
END OF PROJECT
Sta. 122+80
N
RIVER
TUALATIN
T.1S.R.4W.
T.1S.R.3W.
Sketch Map
Scale 0 800 1600 Feet

PROPOSED BRIDGE REPLACEMENT AND BANK PROTECTION
IN: Tualatin River RIVER MILE: 56.4
NEAR: Forest Grove COUNTY: Washington STATE: OR
APPLICANT: Oregon State Highway Division
DATE: April 1983 SHEET 1 OF 2

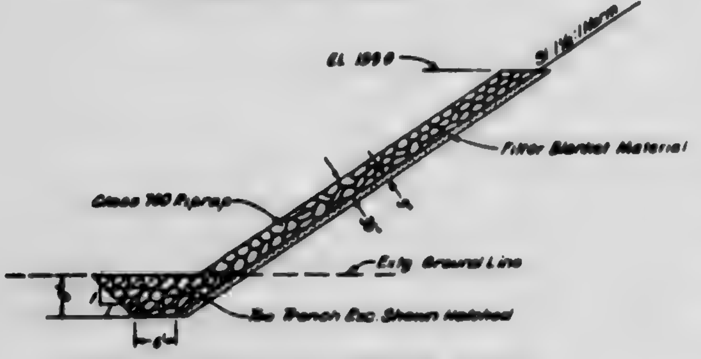
Sec. 8, T.1S., R.3W., W.M.


TUALATIN RIVER
FERN HILL RD.
Toe of Slope
Toe of Slope
110
115




Var., 3' Min.
Elev. 156.0
Filter Blanket Material
Class 700 Rip Rap
Exist. Ground Line
Toe Trench Exc. Shown Hatched
Elev. 127.0

RIPRAP DETAIL
STA. 116+50 To STA 120+50


EL 159.0
Filter Blanket Material
Class 700 Riprap
Exist. Ground Line
Toe Trench Exc. Shown Hatched

RIPRAP DETAIL AT BRIDGE ENDS

PROPOSED BRIDGE REPLACEMENT AND BANK PROTECTION

IN: Tualatin River RIVER MILE: 56.4

NEAR: Forest Grove COUNTY: Washington STATE: OR

APPLICANT: Oregon State Highway Division

DATE: April 1983 SHEET 2 OF 2

9727

WASHINGTON COUNTY
ADMINISTRATION BUILDING – 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
WES MYLLENBECK, Chairman
BONNIE L. HAYS, Vice Chairman
EVA M. KILLPACK
JOHN E. MEEK
LUCILLE WARREN

DEPT. OF PUBLIC WORKS
ROOM 201
(503) 648-8886

May 19, 1983

5-25-83 Don Keyes says the County will do the EIS and necessary drawings. KEHusby

Mr. Donald Keyes
Oregon Dept. of Transportation
Highway Division
Transportation Building
Salem, Oregon 97310

Dear Mr. Keyes:

I have been attempting to complete our application for flood plain alteration for the Fern Hill Road bridge project and have run into a couple of snags which must be cleared up prior to forwarding the application to the review agency.

As you will see, our Planning Department is requiring some form of an environmental impact statement (II.C.). I have no idea what kind of answers to create for these items. Can and will your department create one for us?

Also, you will notice Section III requires an elaborate drawing showing a whole group of items. If you have the facilities to create such a drawing, will you please have one completed. I am including a tax lot map to help with Item III-B.

Thank you very much.

Sincerely,

Norman G. Rindal, Jr.
Engineering Technician

NGR:hs:l:l
Enclosure

RECEIVED
MAY 20 1983
LOCATION
SECTION

an equal opportunity employer

A. "The project will not conflict or seriously interfere with the primary purpose of these Flood Plain District regulations."

1. Indicate how the proposal will preserve the physical character of the Flood Plain.
2. Show that the proposed work will not significantly reduce the capacity of the Flood Plain.
3. Show that the proposal will not allow the establishment of a land use not compatible with the flooding aspect of the site.

B. "The project will not create an immediate or long range hazard to the public health, safety or general welfare."

1. Indicate how the proposal will affect adjacent properties.
2. Show that the proposed work will not create a public safety problem, relating to both the specific site and impacts up or downstream.

Environmental Statement

C. "Materially alter the stability of the environmental balance, or the overall land use capability of the immediate area or the drainage shed area."

1. Show how the project will provide for wildlife habitat which may be impacted.
2. Indicate what vegetation will be removed and what provision will be made for site rehabilitation.
3. Describe to what use the land affected by the proposal is now put, and what changes, if any, will occur after completion of the project.

III. A site plan, drawn to scale, and including but not limited to the following shall be submitted for review and approval:

A. Existing and proposed topography (contour interval as required by Ordinance).
B. Location of the project with respect to waterway, flow direction, property lines.
C. Existing and proposed structures, roadways and other improvements in the area.
D. Location of low water line and boundary of Flood Plain or flood hazard area.
E. Indication of materials to be used, including size, type and volume.
F. Vegetation to be removed and saved. Specifically locate all trees of over six inches (6") caliper.
G. Plans for rehabilitation of the site.
H. Appropriate cross sections to show the character of the work.
I. Other details as required to describe the nature and purpose of the proposal.

FOR STAFF USE: FEE ______________ RECEIPT NO. ______________ INITIAL __________

CHAPTER 130 FLOOD PLAIN DISTRICT

131 INTENT AND PURPOSE

The district is intended to recognize flood-hazard, and drainage-hazard areas and, through regulation, control the uses therein in order to protect the public health, safety and general welfare and to reduce financial burdens imposed on the community through flood damage losses as well as to protect floodways and natural drainageways from encroachment by uses which may adversely affect the overall stream or drainageway water flow and subsequent upstream or downstream flood levels.

This district is proposed to preserve the integrity and character of the natural water storage area, being the 100 year flood plain, or drainage hazard area, and protect it from incompatible use except where there is a demonstrable showing that a proposed use will not:

a. Conflict or seriously interfere with the primary purpose of these flood plain district regulations,

b. Create an immediate or long range hazard to the public health, safety or general welfare; or

c. Materially alter the stability of the environmental balance, or the overall land use capability of the immediate area or the drainage shed area.

The flood plain district is a combining zone district suited to application in those areas of Washington County which are flood hazard areas being defined as flood plain areas and/or drainage hazard areas.

132 DEFINITION OF TERMS

132-1 Flood Plain. The flood-hazard area adjoining a stream or drainage way feature that is subject to inundation by a regional flood including the floodway and floodway fringe.

132-2 Floodway. The normal stream or drainage channel and that adjoining area of the natural flood plain needed to convey the waters of a regional flood.

132-3 Floodway Fringe. The area of the flood plain lying outside of the floodway which does not contribute appreciably to the passage of flood water, but serves as a retention area.

132-4 Regional Flood. Inundation during periods of higher than normal stream or drainage flow that has a one percent chance of occurrence in any single year (100 year flood).

132-5 Flood Plain District. The delineation of the flood plain and drainage hazard area as defined by the document entitled "Flood Plain Series - Washington County, Oregon Revision 5/1/74 maps based upon the cited 100 year flood plain source data being: U.S. Army Corps of Engineers; U.S.G.S.: U.S.B.R.: Soil Conservation Service and Washington County Department of Public Works and more particularly described in the 34-page series of maps in the above-described document on file with the Director of Records and Elections of Washington County, which are here made a part of this Article.

132-6 Primary Zone. The underlying zoning district with which the FP Zone District is overlayed.

132-7 Flood Surface Elevation. Those elevations depicted on the flood plain series maps are based on mean sea level datum and their locations are only an indication of the surface elevation at that location.

132-8 Drainage Hazard Area. Those areas subject to flooding as the r
a 25 year storm based upon the Intensity-Duration-Frequency cur
the Columbia Region Association of Government Drainage Plan.

132-9 Drainageway. The normal stream of drainage channel needed to convey the waters of a 25 year storm.

133 USES PERMITTED BY RIGHT

The following are the principle permitted uses by right within the floodway, floodway fringe, or drainage hazard area of an FP District where the existing grade is not materially altered thereby impeding the floodway or drainageway flow or flood plain capacity.

133-1 General Farm Uses conducted without locating a structure in the zone district except for a boundary fence that is designed to impede as little as possible the movement of flood waters and flood carried materials.

133-2 Assessory Residential or Institutional Uses within any Primary Zone which allows residential or institutional uses such as a use that does not require a structure including, but not limited to the following: Lawns, gardens, parking areas and play areas.

133-3 Assessory Industrial or Commercial Uses within any Primary Zone which allows said uses such as a use that does not require a structure other than surfacing at ground level such as for a loading area, or parking area that requires only temporary use that need not be in zone during the periods of annual flood risk.

133-4 Recreational and Accessory Recreational Uses within any Primary Zone which allows said uses, and that requires only minor structures above ground and which are designed to impede as little as possible the movement of flood waters and flood carried materials.

134 USES PERMITTED UNDER PRESCRIBED CONDITIONS IN FLOODWAY FRINGE

The following are the permitted uses subject to the cited conditions hereinafter imposed for each use:

134-1 Floodway Fringe. Any use permitted in the Primary Zone, with which the FP District is combined, either by right, under prescribed conditions c
as a conditional use is permitted within the floodway fringe subject tc
the provisions of the primary district and Section 135 of this Chapter.

135 GENERAL USE PROVISIONS

135-1 Flood Plain Location and Grade Plan

135-1.1 Delineation of the flood plain including the floodway and floodway fringe area shall be established by a Registered Engineer, from the flood surface elevations provided by the Director of Public Works. Such delineation shall be based on mean sea level datum and be field located from recognized valid bench marks. The delineation shall then be submitted to the Director of Public Works for review.

135-1.2 Alteration of the existing topography of flood plain areas may be made upon application and payment of appropriate fees and upon approval of a site plan by the Planning Director, pursuant to the provisions of Chapter 120 (Design Review). The plan shall include both existing and proposed topography and a plan for alternate drainage.

Contour intervals for existing and proposed topography shall be included and shall be not more than one foot for ground slopes up to five percent and for areas immediately adjacent to a stream drainage way, two foot for ground slopes between five and ten percent, and five foot for greater slopes.

[1] 135-1.3 Proposed Flood plain fill or diked lands may be used in compliance with this Chapter and the Primary Zone if a registered engineer is responsible for the preparation of a certified plan of the filled lands or dikes required.

Specific attention shall be directed by the proponent of a fill or diked area to the following:

a. Proposed Improvements will not have a serious tendency to change the flow of surface water during future flooding such as to cause a compounding of flood hazards or the direction or velocity of flood water flow.

b. No structure, fill, storage or other uses shall be permitted which alone or in combination with existing or future used would materially reduce the capacity of the flood plain or increase flood heights beyond standards of Section 132-2.

c. Proposed Flood Plain fill or Diked Area must have a beneficial purpose, consistent with the Comprehensive Framework Plan, and demonstrated by a project plan showing the use, erosion control, and storm drainage for the proposed fill or diked area, and final specifications.

d. Proposed flood plain alteration will not result in serious environmental degradation considering the natural features and ecological balance of the upstream and downstream area together with the intent of the Comprehensive Plan.

e. Storm drainage behind dike, i.e. lift pump, flap gate etc., to drain flood plain behind dike.

All plans certified by the proponent's engineer shall be reviewed and approved by the Director of Public Works.

135-2 Drainage Hazard Area Location and Grade Plan

135-2.1 Delineation of the drainage hazard area shall be established from a drainage study by a registered engineer. Such delineation shall be based on mean sea level datum and be field located from recognized valid bench marks. The delineation and computations shall then be submitted to the Director of Public Works for review.

135-2.2 Alteration of the existing topography of drainage hazard areas may be made only after approval of a site plan by the Planning Director, pursuant to the provisions of Chapter 120 (Design Review) and payment of the prescribed review fees. The plan shall include both existing and proposed topography and a plan for alternate drainage.

Contour intervals for existing and proposed topography shall be included and shall be not more than one foot for ground slopes up to five percent and for areas immediately adjacent to a stream or drainage way, two foot for ground slopes between five and ten percent, and five foot for greater slopes.

135-2.3 Proposed fill lands may be used in compliance with this Chapter and the Primary Zone if a registered engineer is responsible for the preparation of a certified plan of the filled lands required.

Specific attention shall be directed by the proponent of a fill area to the following:

a. Proposed Improvements will not have a serious tendency to change the flow of surface water during future flooding such as to cause a compounding of flood hazards.

---

[1] Ordinance 179

1 b. No structure, fill, storage or other uses shall be permitted which alone or in combination with existing or future uses would materially reduce the capacity of the drainageway or raise the flood surface elevation on adjacent properties,

c. Proposed Drainage Hazard Area fill must have a beneficial purpose, consistent with the Comprehensive Framework Plan, and demonstrates by a project plan showing the use, erosion control, and storm drainage for the proposed fill area, and final specifications.

d. Proposed drainageway alteration will not result in serious environmental degradation considering the natural features and ecological balance of the upstream and downstream area together with the intent of the Comprehensive Plan.

All plans certified by the proponent's engineer shall be reviewed and approved by the Director of Public Works.

135-3 Permitted Structures shall be subject to the following in addition to the standards of the Primary Zone with which the FP District is combined.

135-3.1 Permitted structures such as electrical and service equipment, etc. shall be constructed at or above the regulatory flood protection elevation. Utility openings shall be sealed and locked.

135-3.2 The lowest floor elevation of a structure designed for human occupancy shall be at least one and one-half (1-1/2) feet above the flood surface elevation and the building site shall comply with the provisions of Section 135-4

135-3.3 The lower portions of any structure, at least to an elevation of one and one-half (1-1/2) foot above the flood surface elevation, shall be flood proofed or otherwise protected from significant damage by inundation.

135-3.4 The design of substructures and structural members of all buildings shall comply with the specifications and plans required by the applicable Building Code standards of Washington County in order to withstand expected water pressures and velocities as well as minimize flood risk conditions.

135-3.5 The finish ground elevation of any underfloor crawl space shall be above the grade elevation of an adjacent street, or natural or approved drainage way unless specifically approved by the building official. A positive means of drainage from the low point of such crawl space shall be provided, such as concrete tile or plastic pipe of at least 4 inch diameter.

135-4 General Use Criteria. The use of the flood plain shall require compliance with the following:

135-4.1 Subsurface sewerage disposal system shall not be installed in a flood plain and shall meet other such standards as prescribed by the State Department of Environmental Quality and the County Health Department.

135-4.2 Water service or public sanitary sewers shall be designed so as not to become a health hazard during future flooding, and shall be approved by the Health Department.

135-4.3 Vehicular access to a proposed fill or diked site shall be provided and said site shall be accessible to a roadway no portion of which is less than the elevation of a regional flood if said site is to support structures for human occupancy, and otherwise shall be provided with emergency vehicle access, approved by the Director of Public Works.

135-4.4 In the case of filled or diked sites and the partitioning or subdivision land for the location of structures for human occupancy, such

1 Ordinance 179

site shall provide a building site with a ground elevation equal to the flood surface elevation and further said building site shall encompass an area equal to one created by the yard requirements of the zoning district in which the site is located.

135-4.5 A flood impact study shall be made by a Registered Engineer based upo a 100 year storm as defined by the intensity-duration-frequency curve in the Columbia Region Association of Government Drainage Plan and delineation of those areas subject to inundation as the result of a 100 year storm be submitted to the Director of Planning.

135-5.5 Use prohibitions and exceptions include the following:

a. The storage or processing of environmentally incompatible materials that are bouyant, flamable contaminents, explosives or otherwise injurious to human, animal or plant life, except the storage of other material or equipment may be allowed as permitted by the Primary Zone if not subject to damage, firmly anchored to prevent flotation and shall be readily removable upon flood warning.

136 DIMENSIONAL REQUIREMENTS

136-1 Same as Primary Zone except as may be conditioned following.

137 Further Conditions

137-1 Approval of a Site Plan pursuant to Sections 135-1.2 may be further conditioned when the Planning Director considers such conditions as necessary to protect the best interests of the surround-ing area or the community as a whole, and carry out the Comprehensive Plan. These conditions may include, but are not limited to the following:

137-1.1 Increasing the required lot size or yard dimension.

137-1.2 Limiting the height, size, or location of building.

137-1.3 Controlling the location and number of vehicle access point:

137-1.4 Increasing the street width.

137-1.5 Increasing the number of required off-street parking spaces.

137-1.6 Limiting the number, size, location, or lighting of signs.

137-1.7 Requiring diking, fencing, screening, landscaping, or other facilities to protect proposed, adjacent or nearby property.

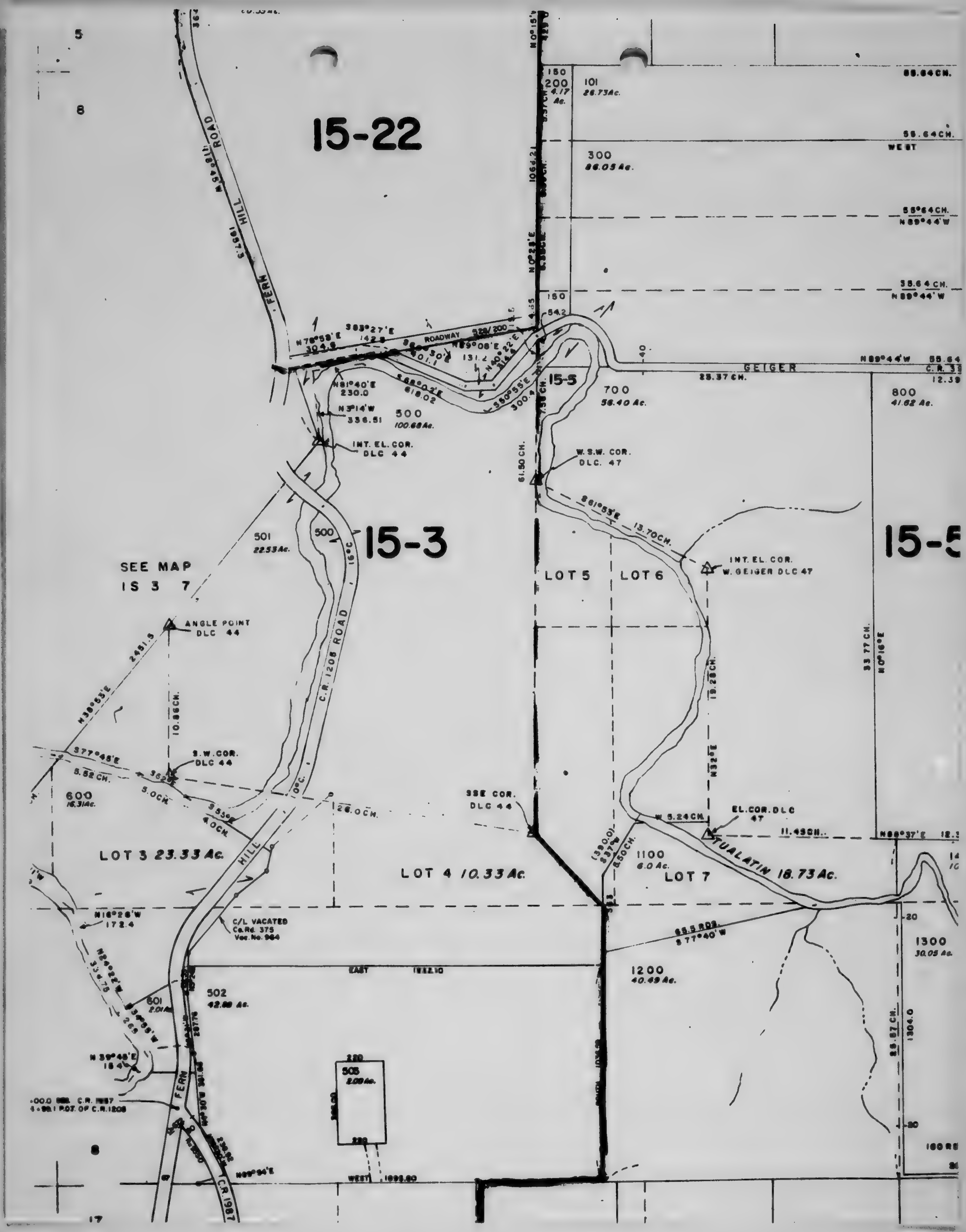
137-1.8 Designating sites for open space or water retention purpose:

137-1.9 Soils examination in regards to surface and ground water

137-1.10 Drainage, i.e. means of pumping once diked areas, storm drai age, etc.

137-1.11 Provide for maintenance for drainage facilities.

137-2 Appeal. The action of the Planning Director may be appealed to the Planning Commission as provided in Section 122 3.

15-22
15-3
15-5
15-5
5
8
8
17
FERN HILL ROAD
N 78°53' E
304.9
S 83°27' E
142.8
ROADWAY
S 29/200
N 89°08' E
131.2
N 40°22' E
201.1
S 68°02' E
618.02
S 50°55' E
300.4
N 81°40' E
230.0
N 3°14' W
336.51
500
100.68 Ac.
INT. EL. COR.
DLC 44
N 0°15' W
1064.21
N 0°28' E
150
200
4.17 Ac.
101
26.73 Ac.
55.64 CH.
55.64 CH.
WEST
300
86.05 Ac.
55.64 CH.
N 89°44' W
55.64 CH.
N 89°44' W
150
54.2
40
GEIGER
N 89°44' W
55.64
C.R. 35
12.39
25.37 CH.
700
56.40 Ac.
800
41.62 Ac.
7.50 CH.
61.50 CH.
W.S.W. COR.
DLC. 47
S 61°55' E
13.70 CH.
INT. EL. COR.
W. GEIGER DLC 47
501
22.53 Ac.
500
16°C
C.R. 1208 ROAD
SEE MAP
1S 3 7
LOT 5
LOT 6
ANGLE POINT
DLC 44
N 38°55' E
2451.5
10.86 CH.
S 77°45' E
8.52 CH.
S.W. COR.
DLC 44
600
16.31 Ac.
5.0 CH.
S 55° E
4.0 CH.
26.0 CH.
10°C
33.77 CH.
N 0°16' E
15.20 CH.
N 32° E
SSE COR.
DLC 44
W 5.24 CH.
EL. COR. DLC
47
11.45 CH.
N 89°37' E
LOT 3 23.33 Ac.
LOT 4 10.33 Ac.
1100
6.0 Ac.
1390.01
S 37° W
6.50 CH.
LOT 7
TUALATIN 18.73 Ac.
HILL
N 16°26' W
172.4
C/L VACATED
Co.Rd. 375
Vac. No. 964
66.5 RDS.
S 77°40' W
EAST
1200
40.49 Ac.
1300
30.05 Ac.
N 26°22' W
334.75
601
2.01 Ac.
502
42.88 Ac.
265
N 39°45' E
15.4
505
2.00 Ac.
220
220
+00.0 C.R. 1987
FERN
C.R. 1987
N 89°54' E
WEST
1695.60
26.57 CH.
1304.0
20
20
160 RE

7727

B/U ~~4-11-83~~
4/18/83

5-12-83
~~March 28, 1983~~

DES 16

Division of State Lands
1445 State Street
Salem OR 97310

Attention: Marge Akers

OSHD Permit No. 353
R/F Permit No. 3697
Tualatin River (Fern Hill Rd.) Bridge Sec.
FAS A 677 (Fern Hill Road)
Washington County

On December 22, 1982, we made application to you for the above permit. You responded on February 11, 1983 with Preliminary Attachment "A" permit conditions. During the time the application was being circulated and permit conditions were being developed a considerable amount of erosion was occuring along the easterly streambank. This area is shown by note 5 on plan sheet No. 3.

Repair of this erosion problem will be a part of this contract. The riprap quantities will increase to approximately 5,800 cubic yards. The streambank reshaping work will involve some 2,600 cubic yards of embankment and some 5,000 cubic yards of excavation. Since this is a significant increase in the amount of stream work in the original application we are sending you another supply of plans for circulation if you wish.

Please call if you have any questions.

J.H. Versteeg
Road Design Engineer

By

Donald L. Trout
Final Project Coordinator

DLT:kg

5/12/83
see original copy of
conditions for added
condition (riprap work)
because this additional
work. Don Trout

9727

DEPARTMENT OF DEFENSE
UNITED STATES OF AMERICA

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
P. O. BOX 2946
PORTLAND, OREGON 97208

May 11, 1983

Navigation Division (ND-RF-1)

SUBJECT: 071-OYA-2-004860 (Tualatin River - Bridge Repair)

Frank E. Terpin, Location Engineer
Oregon State Highway Division
200 Transportation Building
Salem, Oregon 97310

Dear Mr. Terpin:

This is in regard to the referenced application for a Department of the Army authorization of your proposed activity.

Because the proposed bridge crosses a navigable part of the Tualatin River, a permit is required from the U. S. Coast Guard. An application and information can be obtained from the U. S. Coast Guard, Aids to Navigation Branch, 915 2nd Ave., Seattle, Washington or (206) 422-5864. We will concurrently process your application for the placement of fill associated with the bridge.

To assist us in evaluating your application for a Department of the Army permit, please provide the following:

a. Make addition to map as noted showing elevations, OHW & OLW on the typical cross-sections.

b. Provide figure for the total amount of fill placed below OHW and the total amount of material excavated below OHW and how this will be accomplished.

c. Indicate on the map areas where natural riparian vegetation will be disturbed.

d. Explain in detail the need to realign the road.

e. Indicate the final elevation of the old road after removal.

f. Indicate where the excavated material from the site will be disposed.

REFERRED TO
Keyes
For Location Engineer

NPPND-RF-1 May 11, 1983
SUBJECT: 071-OYA-2-004860 (Tualatin River - Bridge Repair)

We are returning your drawings so that the additional information can be added.

Pursuant to 33 Code of Federal Regulations 320.4(a)(1), the decision whether to issue a permit will be based on an evaluation of the probable impact of the proposed activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefit which reasonably may be expected to accrue from the proposal must be balanced against its reasonably foreseeable detriments. All factors which may be relevant to the proposal will be considered; among those are conservation, economics, aesthetics, general environmental concerns, historic values, fish and wildlife values, flood damage prevention, land use, navigation, recreation, water supply, water quality, energy needs, safety, food production and, in general, the needs and welfare of the people.

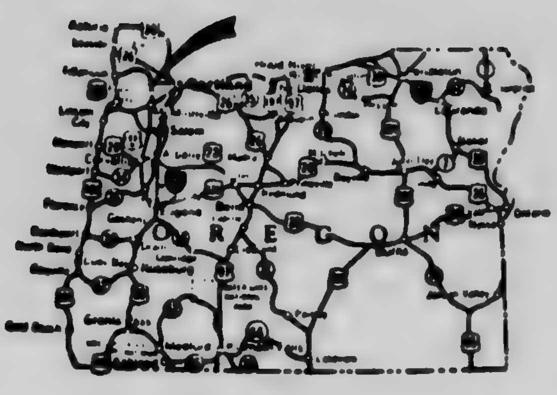
The above information will assist us in reviewing and evaluating your application as expeditiously as possible. Please respond within 45 days of the date of this letter, or we will consider your application as having been withdrawn. If you have any questions, contact Jim Turner, Coordinator, at the above address or call (503) 221-6995.

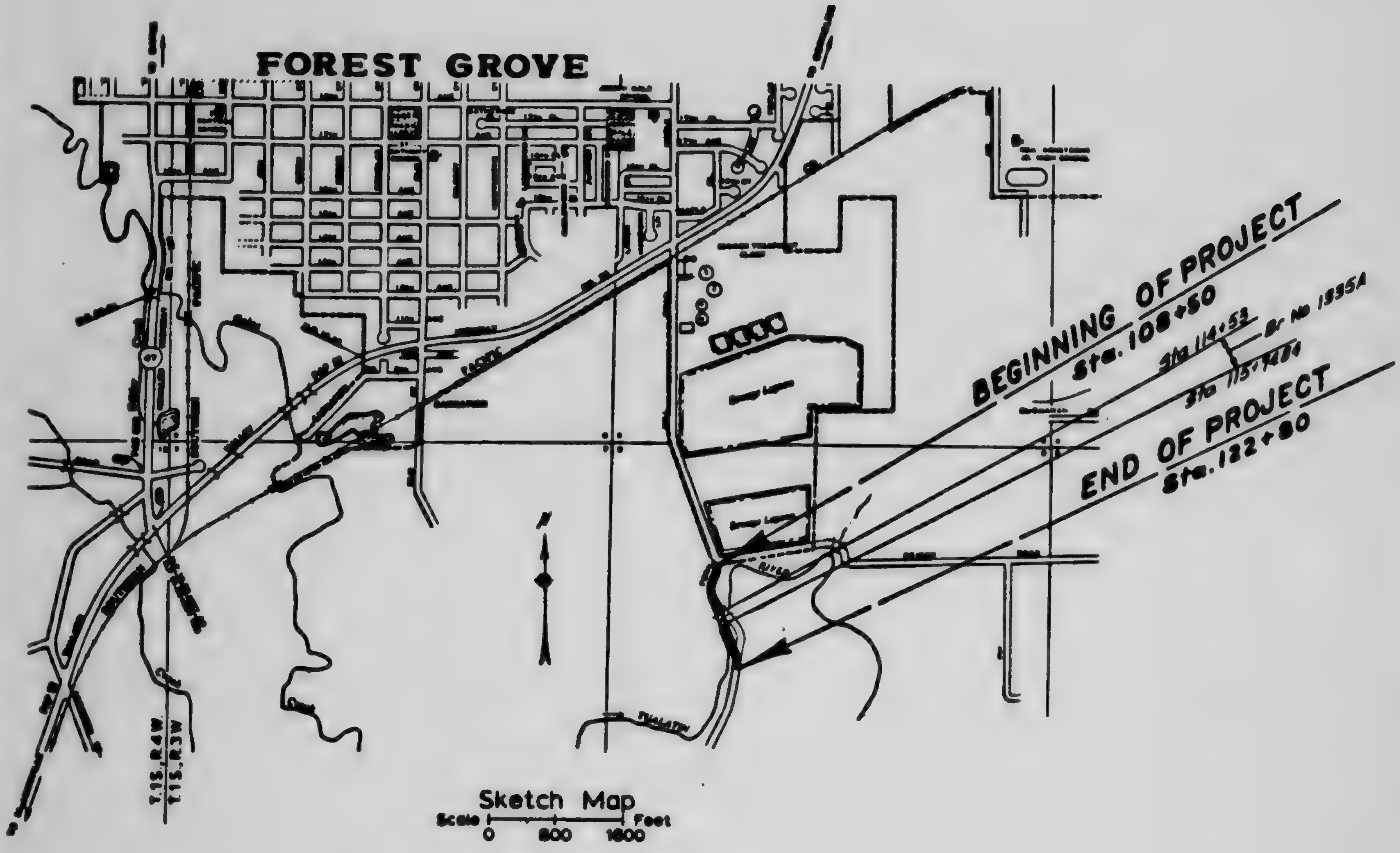
Sincerely,

G. A. Newgard
G. A. Newgard
Chief, Regulatory Functions Branch

Enclosure

RECE[illegible]




FOREST GROVE
BEGINNING OF PROJECT
Sta. 108+50
Sta 114+53
Br No 1355A
Sta 115+14.84
END OF PROJECT
Sta. 122+80
Tualatin
T.1S., R.4W.
T.1S., R.3W.
N
Sketch Map
Scale
Feet
0
800
1600

PROPOSED BRIDGE REPLACEMENT AND BANK PROTECTION

IN: Tualatin River RIVER MILE: 56.4

NEAR: Forest Grove COUNTY: Washington STATE: OR

APPLICANT: Oregon State Highway Division

DATE: April 1983 SHEET 1 OF 2

rll 9135

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

4-26-83

LETTER OF APPROVAL AND/OR AUTHORIZATION

5

1. FEDERAL-AID PROJECT NO. BRS-A677(3)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30087

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/26/83

8. FEDERAL ROUTE NUMBER Secondary A677

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
Tualatin River O'Flow (Fern Hill Road) Bridge

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including archeological salvage and utility preparatory work TEC $34,200 F.F $27,360
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's PEA dated 4/21/83.

RECEIVED
STATE HWY ENGR
APR 29 '83
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig Ka
4/29

14. DATE 4/26/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9721

STATE OF OREGON
1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
INT 7

April 14, 1983

Gerald A. Newgard, Chief
Regulatory Functions Branch
Portland District, Corps of Engineers
P.O. Box 2946
Portland, OR 97208

Application for Department of the Army Permit
Tualatin River (Fern Hill Road) Bridge
Washington County, Oregon

Enclosed is an application for a Department of the Army permit to replace the subject bridge and construct the approaches on revised alignment. Drawings showing plan, elevation and typical riprap sections for the proposed project are also enclosed.

We are anticipating awarding a contract and having the contractor finish the project this year so our schedule is tight. Anhthing that can be done to expedite the processing of the permit would be greatly appreciated.

Frank E. Terpin
Frank E. Terpin, P.E., P.L.S.
Location Engineer

Enclosures

cc/enc. E. S. Hunter
W. J. Hart
E. L. Hardt
D. L. Trout
D. E. Keyes

RECEIVED
TECHNICAL SERVICES
APR 14 '83
REFER TO
FOR
Info | Immed | R/D | D/R | [illegible] | Act | File

Form 734-3122

JOINT APPLICATION FOR PERMIT

U.S. ARMY CORPS OF ENGINEERS
STATE OF OREGON, DIVISION OF STATE LANDS

WHEREAS Department of the Army permits for proposed work in or affecting navigable waters of the United States, the discharge of dredged or fill material into those waters, and the transport of dredged material for the purpose of dumping it into ocean waters are authorized by Section 10 of the River and Harbor Act of 1899, Section 404 of the Clean Water Act of 1977, and Section 103 of the Marine Protection Research and Sanctuaries Act of 1972, respectively, ---AND---permits for that part of those project activities which includes the removal or fill in the waterways of Oregon of rock, gravel, silt, and clay are authorized by the State of Oregon under O.R.S. 541.605 to 541.695---THIS APPLICATION WILL MEET THE REQUIREMENTS OF BOTH AGENCIES.

For Agency Use Only	For Agency Use Only
Corps of Engineers #	State of Oregon #
Date received	Date received

Name of Waterway Tualatin River River Mile 56.4 Local Name Fern Hill Road Bridge

Section 8 Township 1S Range 3W

Estimated Starting Date of Project June 1983 Estimated Completion Date of Project November 1983

NAME OF APPLICANT Oregon State Highway Division	AUTHORIZED AGENT Frank E. Terpin, Location Engineer
Address Transportation Building	Address 200 Transportation Building
City, State, Zip Code Salem, OR 97310	City, State, Zip Code Salem, OR 97310
Phone: Work Area (503) 378-6883 Home Area ( )	Phone: Work Area ( ) Home Area ( )

PROJECT SUPERVISOR Phone: Work Area ( ) Home Area ( )

PROPERTY OWNER IF OTHER THAN APPLICANT	PROJECT ADDRESS Near Forest Grove, Oregon
Address	City, County, State Zip Code Washington County
City, State, Zip Code	Assessor's Records-- Shown on Map # Tax Lot #
Phone: Work Area ( ) Home Area ( )	Name of Subdivision Lot Block

In order to expedite the processing of this application, the following city and/or county department, which has local jurisdiction over the proposed project, has been contacted:

Name of Department:

Address:

Phone Number:

APPROVALS OR CERTIFICATIONS applied for or already obtained from other agencies (Federal, interstate, state, county, city, area) for any of the proposed projects described in this application:

Issuing Agency	Type of Approval	Identification #	Date of Application	Date of Approval
Division of State Lands	Preliminary	No. 3697	December 1982	February 1983

NOTE: Permit for original proposal will have to be revised.

NPP Form 358
OCT 1980
141-31-04-80

Inclosure 1

Has any agency denied approval for the activity described herein or for any other activity directly related to it?

☐ Yes ☒ No If yes, please explain in Remarks.

ADJOINING PROPERTY ON THE WATERWAY: Give names, addresses, and phone numbers of owners and/or occupants.

G. M. & R. L. Johnson
2031-D Hawthorne Street
Forest Grove, OR 97116
Ph. 357-5221

T. P. Zurcher
P.O. Box 266
Forest Grove, OR 97116
Ph. 357-0884

PLEASE EXPLAIN IN DETAIL your plans to restore the area to its natural condition.

Fill slopes that are exposed to the river will be protected from erosion by riprap. Other new or disturbed dirt slopes will be seeded and mulched. After the new structure is open to traffic, the existing bridge will be removed and that portion of the existing roadway not needed will be removed, contoured and seeded and mulched.

INFORMATION FOR FILL OR REMOVAL:

FILL WILL INVOLVE ________ cubic yards annually, and 5,900 cubic yards for the total project.

☒ Riprap ☐ Rock ☒ Gravel ☒ Sand ☐ Silt ☐ Clay ☐ Organic

REMOVAL WILL INVOLVE ________ cubic yards annually, and 1,500 cubic yards for the total project.

☐ Rock ☐ Gravel ☐ Sand ☐ Silt ☐ Clay

DESCRIBE IN DETAIL THE PROPOSED ACTIVITY---its primary purpose and secondary purpose, if any,---intended use (private, public, commercial)---type of structures and use---type of vessels using facility---facilities for handling wastes---type of conveyance and manner of extraction of any fill or removal---the quantity and composition of, and the source and disposal sites for any fill or removal. (If additional space is needed, use plain sheet of paper.)

See attachment.

Application is hereby made for a permit or permits to authorize the activities described herein. I certify that I am familiar with the information contained in this application, and that, to the best of my knowledge and belief, such information is true, complete, and accurate. I further certify that I possess the authority to undertake the proposed activities.

Signature of Applicant or Authorized Agent

18 USC 1001 provides in part: "Whoever, in any manner within the jurisdiction of any department . . . of the United States knowingly and willfully falsifies . . . a material fact or makes any false . . . statement or . . . uses any false . . . document . . . shall be fined not more than $10,000 or imprisoned not more than five years, or both."

Attachment to Joint Application for Permit

Tualatin River (Fern Hill Road) Bridge
Washington County, Oregon

Description of Proposed Activity:

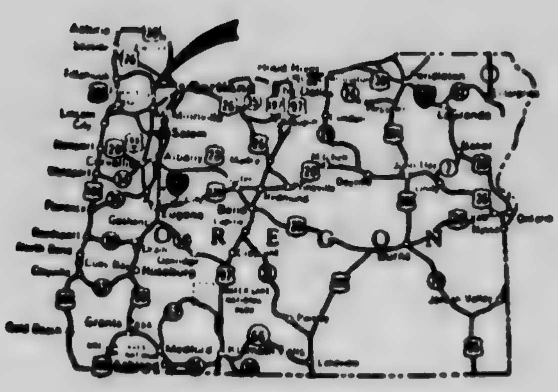
Notice of proposed bridge replacement to be constructed under the Oregon State Highway Division "General Permit" was circulated on October 14, 1982. Since then it has been determined that some bank stablization and realignment of the road was needed, and with the additional work, the quantities now exceed the 5,000-cubic-yard limitation of the "General Permit".

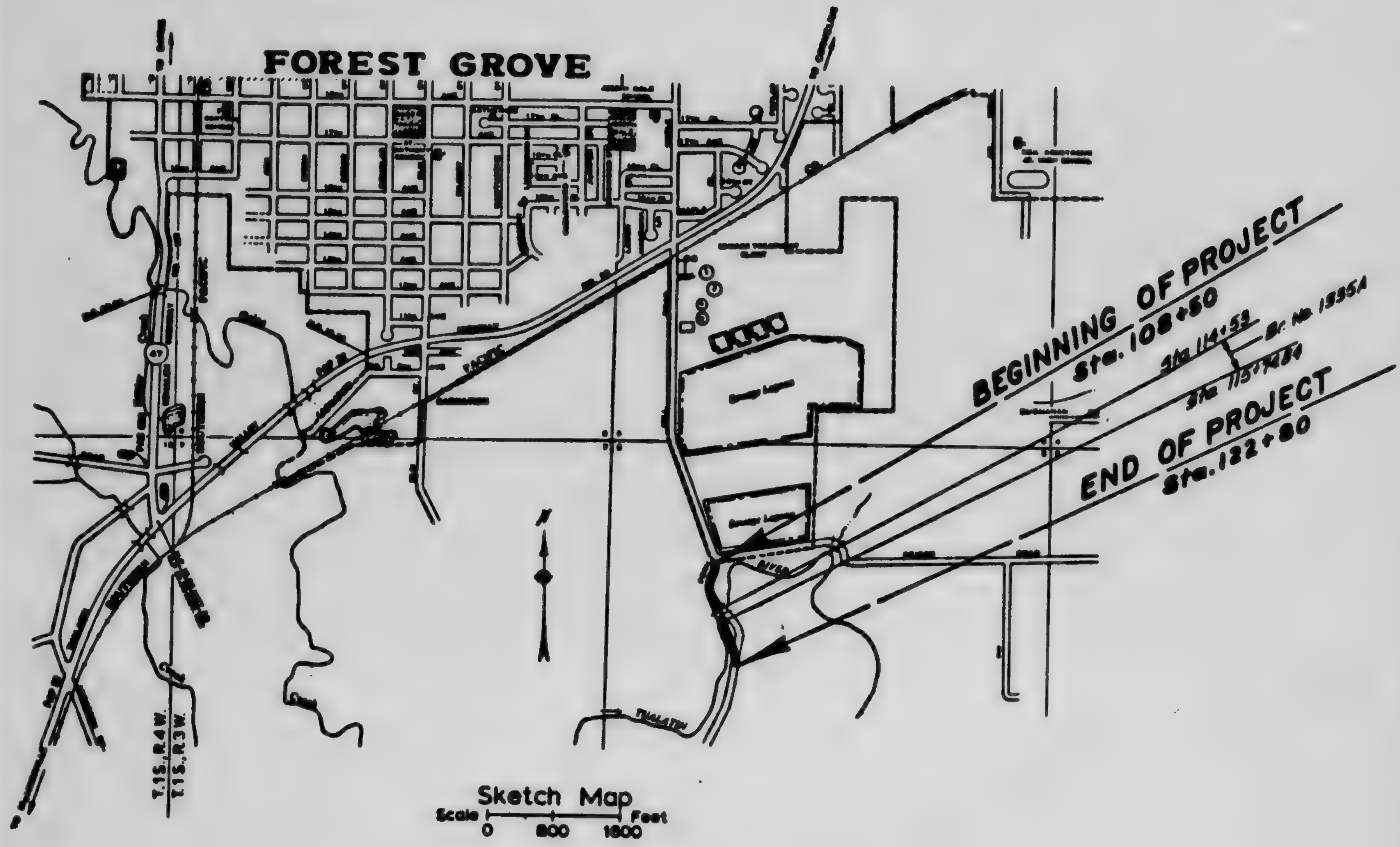
The realignment of the road provides a safer facility and the existing bridge can be used during construction so that constructing a detour is not needed. The new structure will be built approximately 50 feet upstream from the existing bridge and will be a three-span, precast concrete bridge supported on piling with poured concrete caps. The slopes under the ends of the bridge will be protected from erosion by using nine inches of filter blanket material and three feet of riprap with a toe trench.

Approximately 400 feet of river bank along the southerly approach to the bridge has been eroding. This bank will be reconstructed to a 1½:1 slope using a granular, clean filter blanket material and stabilized with a three-foot layer of riprap and a toe trench.

The project will require approximately 3,800 cubic yards of riprap and 2,100 cubic yards of filter blanket material. There will be approximately 1,500 cubic yards of excavation for the toe trench.

4/14/83




FOREST GROVE
BEGINNING OF PROJECT
Sta. 108+50
Sta 114+53
Br. No. 1535A
Sta 115+74.34
END OF PROJECT
Sta. 122+80
RIVER
TUALATIN
N
T.1S.,R.4W.
T.1S.,R.3W.
Sketch Map
Scale
0
800
1600
Feet

PROPOSED BRIDGE REPLACEMENT AND BANK PROTECTION

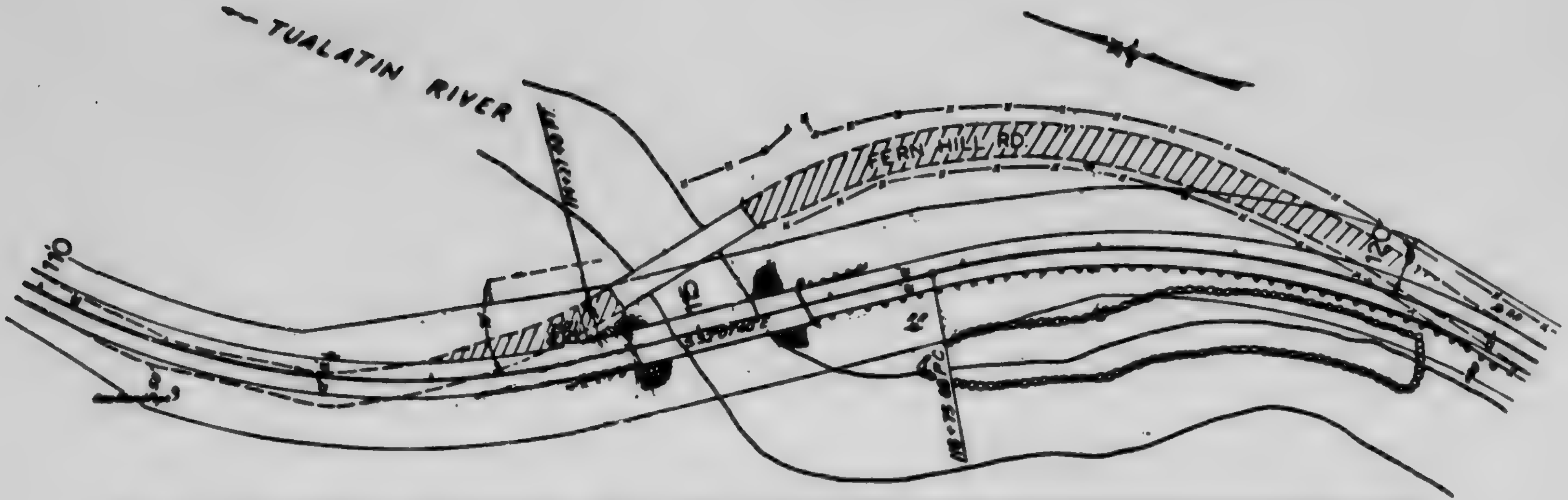
IN: Tualatin River RIVER MILE: 56.4

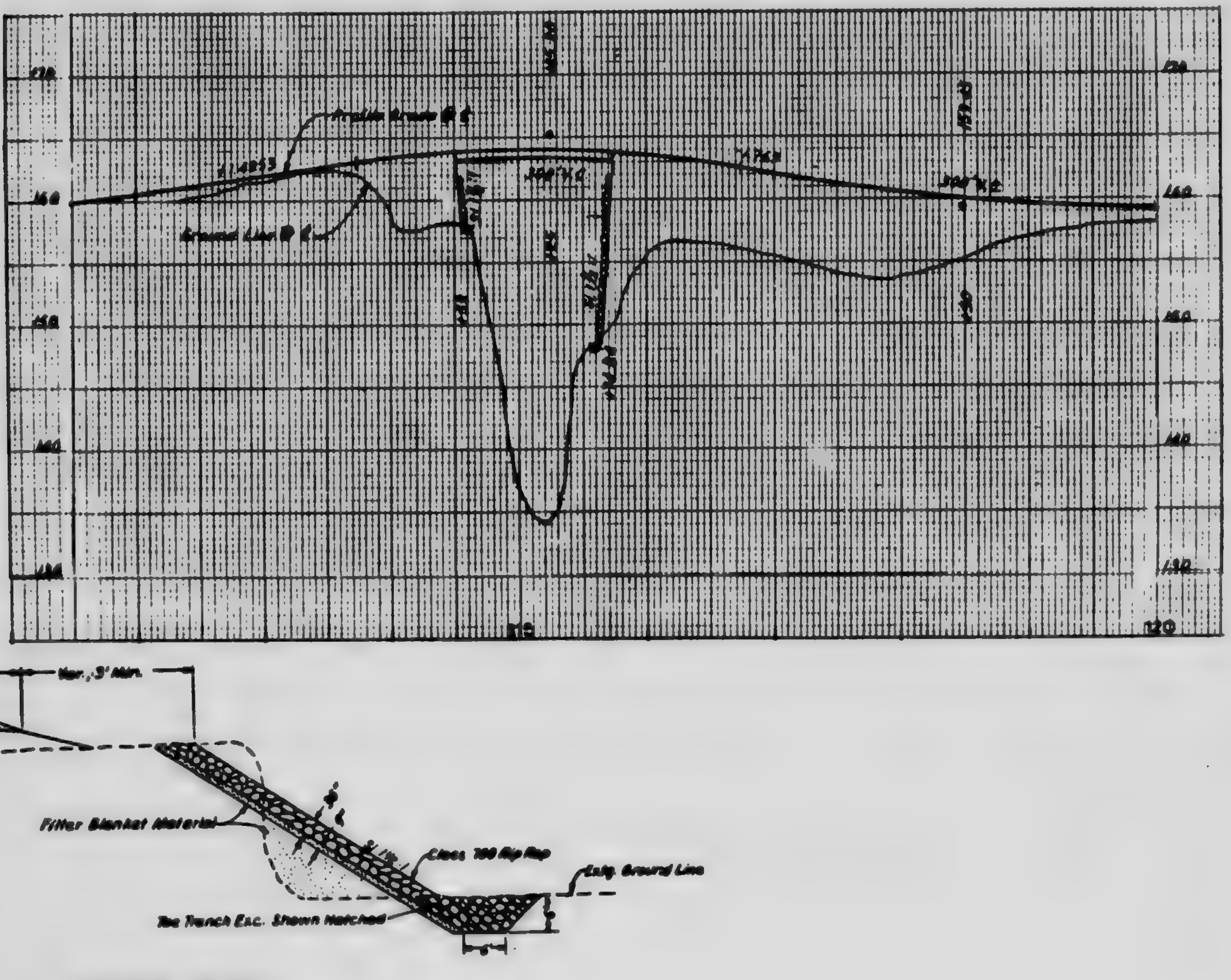
NEAR: Forest Grove COUNTY: Washington STATE: OR

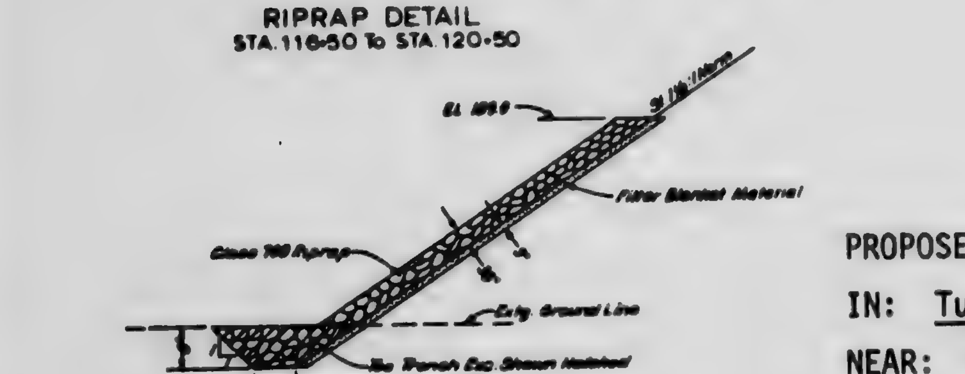
APPLICANT: Oregon State Highway Division

DATE: April 1983 SHEET 1 OF 2

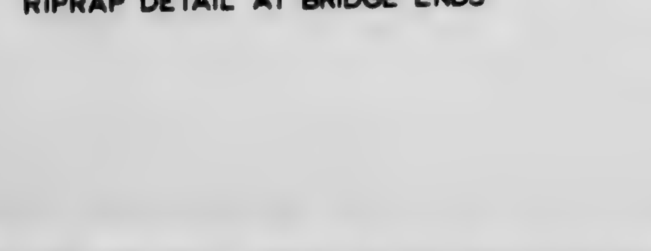
Sec. 8, T.1S., R.3W., W.M.


TUALATIN RIVER
FERN HILL RD.
110
115
120




Var., 3' Min.
Filter Blanket Material
Class 100 Rip Rap
Exist. Ground Line
Toe Trench Exc. Shown Hatched

RIPRAP DETAIL
STA. 116+50 To STA. 120+50


EL 169.0
Filter Blanket Material
Class 100 Riprap
Exist. Ground Line
Toe Trench Exc. Shown Hatched

RIPRAP DETAIL AT BRIDGE ENDS

PROPOSED BRIDGE REPLACEMENT AND BANK PROTECTION
IN: Tualatin River RIVER MILE: 56.4
NEAR: Forest Grove COUNTY: Washington STATE: OR
APPLICANT: Oregon State Highway Division
DATE: April 1983 SHEET 2 OF 2

nig

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRS-A677(2)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA, Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 20015

6. TO
Mr. H. S. Coulter, State Highway Engineer
State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3-22-83

8. FEDERAL ROUTE NUMBER Secondary A677

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION
TULATIN RIVER (FERN HILL ROAD) BRIDGE SECTION

11. GENERAL DESCRIPTION OF WORK
Right of Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's March 17, 1983 letter, you are authorized to proceed with all phases of right of way acquisition for Files 52907A and 52907B at a TEC of $12,000; Federal funds $9,600.

Federal participation is limited to that right of way incorporated in the final location of the subject project.

RECEIVED
STATE HWY ENGR
MAR 23 '83
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig att. to Potter
3/23

14. DATE 3-22-83

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator.

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9727

5

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: PRO 6-2

DATE: March 17, 1983

TO: Executive Department
Federal-Aid Coordination Unit

FROM:
D. E. Swan, P.E.
Acting Program Section Manager

SUBJECT: Federal-Aid Funding Application

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal-aid funding of the following:

Item No.	Project No.	Section Name & PNRS No.
20015	BRS-A677(2)	Tualatin Riv. (Fern Hill Rd.) Br. PNRS #8107-2-200

CL:lb

Enc.

cc Dale E. Wilken
General Files

9727

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: PRO 6-2

DATE: March 17, 1983

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM:
D. E. Swan, P.E.
Acting Program Section Manager

SUBJECT: Project Data Submission
Item No. 20015
Project No. BRS-A677(2)
Tualatin River (Fern Hill Road) Bridge Section
Washington County

Enclosed is data consisting of PR-1 forms, sketch maps and right-of-way map 1R-4-791 for the subject project.

I request authorization to proceed with the actual acquisition of right-of-way all phases at an estimated total cost of $12,000 with an obligation of $9,600 in federal funds. The right-of-way to be acquired is as outlined in red on the enclosed right-of-way map and does not involve relocation assistance.

A copy of the State Clearinghouse A-95 review conclusions has been previously forwarded.

CL:lb

Att.

cc J. B. Boyd
D. Aman
General Files
Ken Husby

Form 734-3122

Budget Bureau No. 41-R2067; Approv

U.S. DEPAR
BURE

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

3-17-83

CARD 2	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces) Co. Rd., 1.5 mi. S. of Forest Grove	ADT	PRESENT DHV 90 800	FUTURE ---	YEAR --	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Right-of-Way Acquisition	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) BRS-	NUMBER A677

SEQ. N
(2)

CARD 4	CLASS OF FEDERAL FUNDS Bridge Replacement	COUNTY NAME Washington					CODE 067
	AME OF URBAN AREA ---	ROUTE NO. S	FEDERAL-AID A677	STATE Co. Rd.	U.S. ---		

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST	FEDERAL FUNDS 80%	STATE FUNDS	OTHER FUNDS
5					PE							
5					ROW		"Tualatin Riv. (Fern Hill Rd.) Bridge Sec."	0.23	12,000	9,600	---	2,400 (Co.)
5					CONST (CODE)							

CARD 1	CODE 1	PREPARED BY CL	PROJECT TOTALS	0.23	12,000	9,600	---	2,400 (Co.)	
1	14	PROGRAM APPROVAL DATES							

ROW -
Acces
Parki
non

REMARKS Additional Data: Item 20015;
Project No. B

- over-

USCOMM

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

3-17-83

PROJECT LOCATION (45 typewriter spaces) Co. Rd., 1.5 mi. S. of Forest Grove	ADT	PRESENT DHV 90 800	FUTURE ---	YEAR --	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 114	ITEM NO. 20015

OPOSED WORK (35 typewriter -Way Acquisition	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) BRS-	NUMBER A677	SEQ. NO. (2)	I. Projects Only POST MI.	DESIG.

FUNDS eplacement	COUNTY NAME Washington				CODE 067	PROGRAM STAGE ☐ 1 OR ☐ 2
EA	ROUTE NO. S	FEDERAL-AID A677	STATE Co. Rd.	U.S. ---		

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 80%	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE								
ROW		"Tualatin Riv. (Fern Hill Rd.) Bridge Sec."	0.23	12,000	9,600	---	2,400 (Co.)	
CONST (CODE)								ROW - 60' minimum; Access Control-none; Parking Restrictions-none.
ED BY CL		PROJECT TOTALS	0.23	12,000	9,600	---	2,400 (Co.)	

M APPROVAL DATES

REMARKS Additional Data: Item 20015;
Project No. BRS-A677(1).

- over-

USCOMM DUSCOMM-DC 48905-P61

Tualatin River (Fern Hill Road) Bridge Section
Project No. BRS-A677(2)

Project Data:

Work consists of right-of-way acquisition all phases as required for the future construction of a reinforced concrete bridge on revised alignment and approach roadways.

Note:
(1) Project is in Congressional District No. 1.
(2) No relocation assistance involved.

9727

Date 2-22-83

PROJECT MANAGEMENT OFFICE MEMO

Subject Tualatin R. (Fern Hill Rd) Br. File No.

Received [✓ (call)] (~~visit~~) from Jon Rose

Address Metro Region

Made (call) (visit) to Phone

Reason for contact and general discussion: Washington Co. wants us to stick with the alignment proposed in the preliminary plans (approved 1-13-83), and to riprap (up to 5000 CY) as necessary. They do not want us to move alignment easterly to get "out of the river," because they do not feel this will solve the present erosion problem.

Further, they realize the job will be delayed because we'll have to file for a 404 permit from the Corps of Engineer's, due to the large amt of riprap.

Signature Ken Husby

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

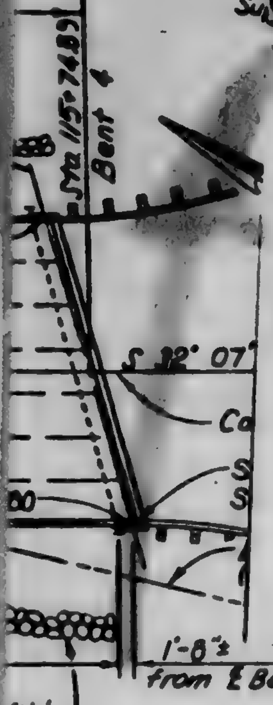
From Metro JON ROSE
To BUD SWAN
Date 1.17-83

[✓ Proj. Mgmt.] Traffic Region I Accounting

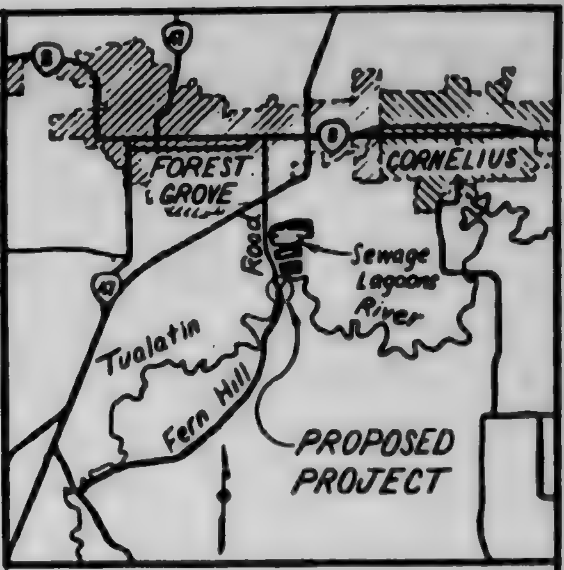
Comment: The attached plans were sent to Washington County by the Bridge Section and are approved & signed by the County. Please note and forward to the Bridge Section.

Jon Rose

Note: E
of
Sc
Su



Sta 115+74.89
Bent 4
S 32° 07'
Co
S
S
80
1'-8"±
from ℄ Bent
(1½'
nch



FOREST GROVE
CORNELIUS
Sewage Lagoons
River
Tualatin
Road
Fern Hill
PROPOSED PROJECT

VICINITY MAP

d by

...nanship shall conform to the Standard ...y Construction of the Oregon State

... S20-44 loading with an allowance for present wearing surface and 25 psf for future wearing surface.

Prestressing steel shall be in accordance with detail plans.

All other reinf. steel shall conform to ASTM Specification A615 (S1) Grade 60 (f_s=24,000 psi). The following splice lengths shall be used unless shown otherwise:

Bar Size	3	4	5	6	7	8	9	10	11
Splice Length	1'-0"	1'-4"	1'-8"	2'-0"	2'-9"	3'-7"	4'-7"	5'-9"	7'-1"

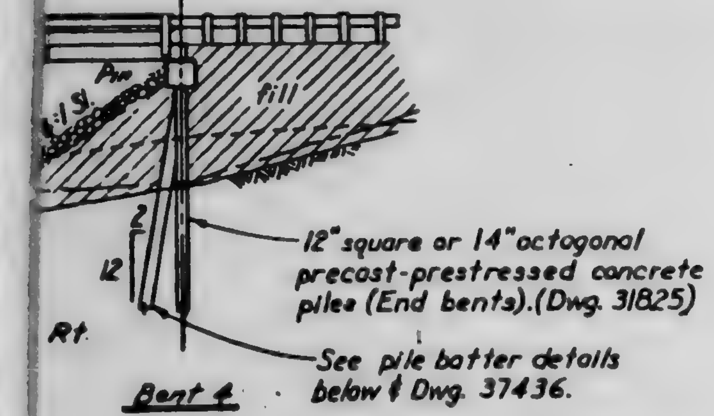
All bars shall be placed 2" clear of the nearest face of concrete unless shown otherwise.

Concrete in prestressed-precast units shall be as shown on the detail plans.

All other concrete shall be Class 3300-1½".

Piling shall be driven to a minimum bearing capacity of 50 tons per pile (end bents) and 70 tons per pile (interior bents).

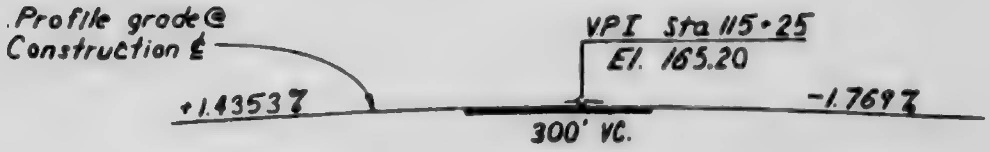
ADVANCE PLANS
JAN - 3 1983
DO NOT SCALE
DO NOT USE FOR CONSTRUCTION



Pav
1:1 Sl.
Fill
2
12
12" square or 14" octagonal precast-prestressed concrete piles (End bents). (Dwg. 31825)
Rt.
See pile batter details below ℄ Dwg. 37436.
Bent 4

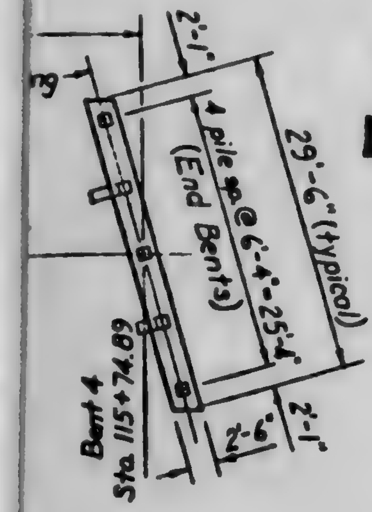
PILING SUMMARY (Precast-Prestressed Concrete)

Type	Bents 1&4	Bents 2&3	Total
12" square or 14" octagonal	10		10
14" square or 16" octagonal		10	10



Profile grade @ Construction ℄
VPI Sta 115+25
El. 165.20
+1.4353%
-1.769%
300' VC.

GRADE LINE



ng
2'-1"
4 pile sp. @ 6'-4"=25'-4"
(End Bents)
29'-6" (typical)
Bent 4
Sta. 115+74.89
2'-6"
2'-1"

APPROVED
WASHINGTON COUNTY
Dept. of Public Works
By Md Bommer Date 1/13/83

APPROVED: P.E.	OREGON DEPARTMENT OF TRANSPORTATION BRIDGE DESIGN SECTION
BRIDGE ENGINEER P.E.	TUALATIN RIVER (FERN HILL RD.) BRIDGE TUALATIN RIVER (FERN HILL RD.) BR. SECTIO
ASST. STATE HIGHWAY ENGINEER	Fern Hill Road, FAS A677 Washington County
DESIGNED R. Davidson DRAWN T. Keasey-K.D. CHECKED JERRY BELLIN REVIEWED REVIEWED CALC. BOOK 1874	PLAN & ELEVATION
DATE / REVISION	ACCOMPANIED BY DWGS. 37435, 37436, 31825, 3526 35291
	DATE October 1982 / SHEET 1 OF 6
	BRIDGE NO. 1935A / DRAWING NO. 37434

9727

5

ROW 12

STATE OF OREGON **INTEROFFICE MEMO**

TO: Ken Rolfe
Regional R/W Supervisor

DATE: December 16, 1982

FROM: Adele L. Egan
Right of Way Office Unit Supv.

SUBJECT: AGR 217
Tualatin Riv. Br. Sec.
Fern Hill Road
Washington County

MISC. CONTRACTS and
AGREEMENTS No. 7540

Attached are two copies of the letter agreement with Washington County for appraisal review.

Prefix for this project will be 234-8218.

AE
mp

Attach.

cc: Local Gov't Programs, w/c
Finance, w/c
Comm. Serv., w/orig.
Appraisal, w/c

on Jan report
noted in
agree
book

1-125-1367

Contains Recycled Materials

9-7-81

3

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to File No.:
DES 23
1335A

December 14, 1982

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: Walter J. Hart, P.E.
Bridge Engineer

ORIGINAL SIGNED
L. L. WALLACE
L. L. Wallace, P.E.
Assistant Bridge Engineer

NOTED
E. S. HUNTER

SUBJECT: Tualatin River (Fern Hill Road) Bridge
FAS A677
Washington County
Oregon Project BRS-A677(1)
Your File HBR-OR

We have reviewed the comments in your letter of October 29, 1982. Two pile at Bent 4 will be battered. The fills at the ends of the new bridge, approximately 4 to 5 feet deep at the northerly end of the bridge and 12 to 13 feet deep at the southerly end, will be placed over 25 to 30 feet of relatively soft combinations of sand and silt. Some fill settlement is expected, but since the underlying materials are considered relatively free draining, most settlement will occur during construction of the fill. Piling driven through the fill after its completion will be subject only to negligible residual settlement and little or no resulting downdrag loads.

JMT:JD:jrb

cc: E. S. Hunter
D. H. Moehring

RECEIVED
TECHNICAL SERVICES
DEC 16 '82
REFER TO
FOR
Info | Immed | R/D | D/R | Sign | Act | File

Form 734-3122

97[illegible]

5

U.S. Department
of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project BRS-A677(1)
Tualatin River (Fern Hill Road)
Bridge (Br. No. 1335A)

Date: October 29, 1982

From: Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon
Attn: Mr. W. J. Hart, Bridge Engineer

We have reviewed the preliminary plans submitted by letter October 22, 1982 signed by Mr. Tindall. The plans are generally acceptable except as noted.

In view of the poor foundation conditions we recommend that the end bent piles be battered and particularly at bent 4 where the new fill will be placed. Also, have the conditions of downdrag and/or consolidation been considered in your analysis.

May we hear your comments on these items?

For

Dale E. Wilken

RECEIVED
TECHNICAL SERVICES
NOV 2 '82
REFER TO Hart
FOR
Info Inves R/D D/R Sign Act File

Orig - 11-3-82

E. S. HUNTER

RECEIVED
STATE HWY ENGR
NOV 1 '82
REFER TO Hunter
FOR
Info Inves R/D D/R Sign Act File

9737

Wash. co

ROAD DESIGN SECTION 378-6558

ROW 3:1

J. B. Boyd, Manager
Right of Way Section

August 3, 1982

J. H. Versteeg
Road Design Engineer

Files 52907-A and 52907-B
Tualatin River ~~(Fern Hill Road)~~
~~Bridge Section~~
Fern Hill Road
Washington County

Versteeg
Anderson
Adams
Olson
Sullivan
Terpin
Trout R
Wakerlig

RECEIVED
AUG 4 1982
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring Up / /
Action

Attached are descriptions (2 files), an authorization and right of way prints covering right of way required for the subject project scheduled for fiscal third quarter of 1983. This property is to be acquired by the County.

By: R

Robert R. Rounds
R/W Descriptions Coordinator

RRR:rlr
Attachments

7727

Wash. Co.

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16

TO: MEMO TO THE FILE

DATE: July 8, 1982

FROM: Fred Eriksen
Fred Eriksen
Design Supervisor

SUBJECT:

Tualatin River O'Flow Bridge
Fern Hill Road
Washington County

It appears there would be quite an advantage to closing the road during construction, so I asked E. J. Dunn, Project Manager, to ask Washington County if this could be done. The advantages are:

(1) No traffic handling problems or stage construction.

(2) The new embankment can be made from the old embankment, eliminating borrow.

Both items will contribute to economies in the project's construction cost.

Mr. Dunn contacted Mr. Earl Reed, Traffic Engineer for Washington County. Mr. Reed indicated the road could be closed during the summer months and traffic detoured over Bloomingfern Hill Road, Lafollett Road and Geiger Road. Out-of-direction travel for Fern Hill traffic using the detour is almost 2.4 miles. The out-of-direction travel for the few residents south of the project is about 2.8 miles.

The project, bridge and approach embankments, lies within the Tualatin River flood plain. We had viewed the project from a stage construction standpoint initially, which required borrow material to construct the approach fills. Due to the flood plain location, we anticipated removing the existing embankment and hauling it to the borrow. Detouring traffic will be the ideal solution for the project.

Attached is a copy of a sketch map showing the proposed detour route.

FE:ja

Attachment

7-9-82 cc Curt Duval
E. J. Dunn

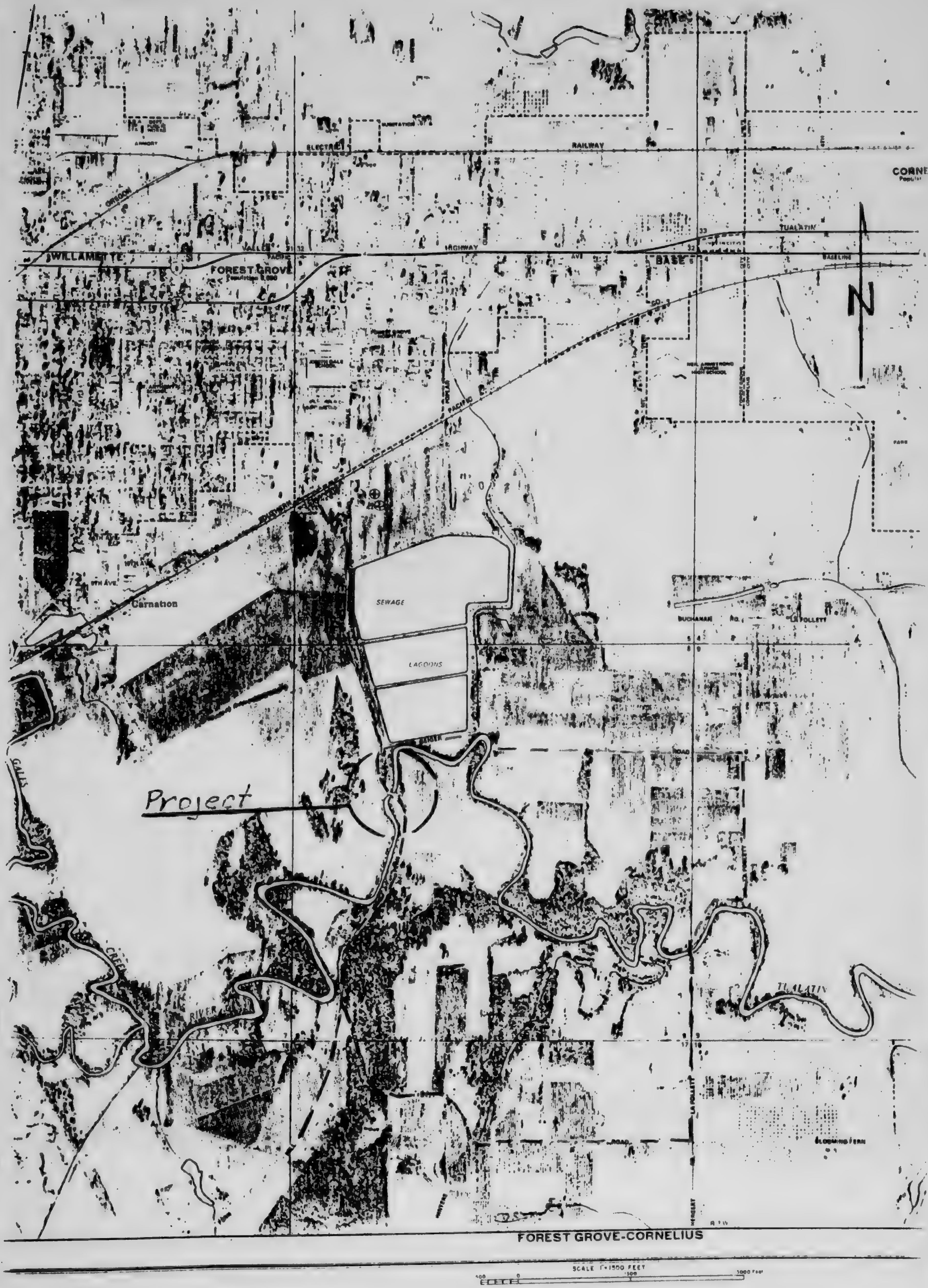
Anderson
1 Adam

RECEIVED
[illegible] 1982
ROAD DESIGN
SECTION

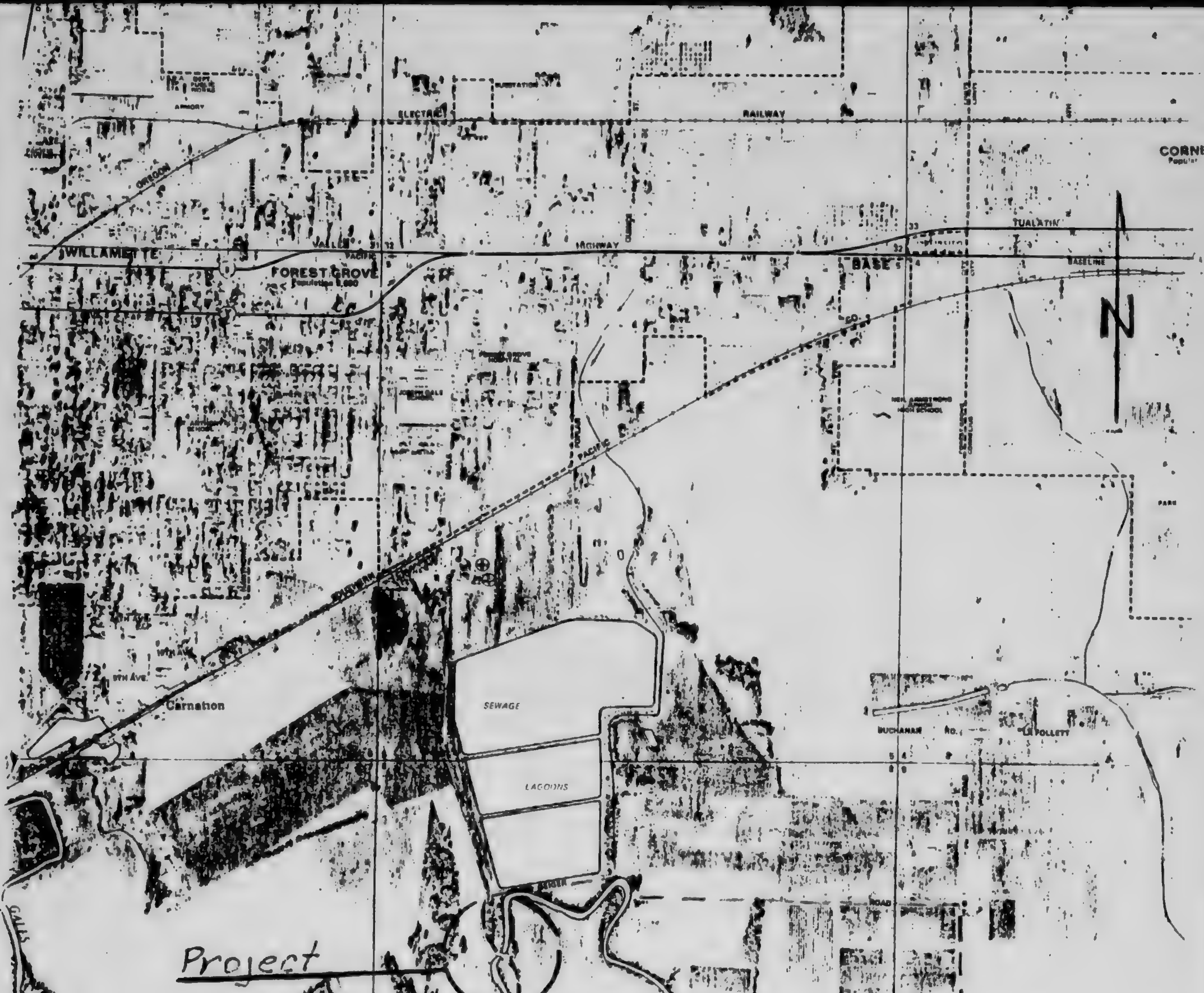
Do Not File
Return To
Bring up
Action

81-125-1367

Contains Recycled Materials


ARMORY
ELECTRIC
RAILWAY
CORNE
OREGON
WILLAMETTE
VALLEY
PACIFIC
HIGHWAY
FOREST GROVE
TUALATIN
BASE
BASELINE
N
PACIFIC
PARK
19TH AVE.
Carnation
SEWAGE
LAGOONS
BUCHANAN RD.
FOLLETT
ROAD
Project
GALES
CREEK
RIVER
TUALATIN
LA FOLLETT
ROAD
BLOOMING FERN
FOREST GROVE-CORNELIUS
SCALE 1"=1500 FEET
0
1500
3000 Feet

— Proposed Detour Route


WILLAMETTE
VALLEY
PACIFIC
HIGHWAY
FOREST GROVE
ELECTRIC
RAILWAY
OREGON
TUALATIN
BASELINE
CORNE
N
Carnation
SEWAGE
LAGOONS
Project
ROAD
BUCHANAN
RD.
GALES
CREEK
RIVER
TUALATIN
BLOOMING FERN
FOREST GROVE-CORNELIUS
SCALE 1"=1500 FEET

— Proposed Detour Route

7727

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 8

TO: FILES

DATE: June 28, 1982

David W. Bryson

FROM: David W. Bryson, P.E.
Assistant Hydraulics Engineer

SUBJECT: Tualatin River (Fern Hill Road) Bridge
Fern Hill Road, FAS A667
Washington County

The proposed project will replace an existing 115-foot long, three-span structure consisting of an 80-foot long pony truss with a 17.5-foot long approach span on each end. The new structure will be placed on an improved alignment approximately 60 feet upstream from the existing structure.

HYDROLOGY

The Tualatin River is a west-east tributary of the Willamette River and drains an area of approximately 222 square miles above the bridge site. The recurrence interval vs. peak discharge relationship listed below was obtained from the preliminary Flood Insurance Study for Washington County done by the U.S. Army Corps of Engineers, Portland District.

Recurrence Interval	Peak Discharge
100-year	16,700 cfs
50-year	14,170 cfs
25-year	12,400 cfs
10-year	9,855 cfs
5-year	7,850 cfs

From the Flood Insurance Study the 100-year flood plain is approximately 3,300 feet wide at the proposed crossing. Fern Hill Road on both sides of the bridge will be inundated during the 100-year flood.

HYDRAULIC DESIGN

The 100-year flood of 16,700 cfs was chosen as the design flood in order to conform with Washington County's Flood Plain Ordinance. The estimated highwater elevation on the downstream side of the bridge during the design flood is 158.1 feet (MSL).

The HEC2 computer program input and output for the Flood Insurance Study was obtained from the U.S. Army Corps of Engineers, Portland District. The computer analysis estimated the existing crossing creates 0.5 feet of backwater resulting in a highwater elevation of 158.6 feet (MSL)

Q KEH
MH

along the upstream embankments. During the 100-year flood approximately 11,300 cfs is conveyed through the bridge opening with the remaining 5,400 cfs conveyed across the flood plain. The roadway overtopping flood is estimated to have a seven-year recurrence interval which corresponds to elevation 156.4± feet.

The proposed change in horizontal and vertical alignment was analyzed and found to maintain the status quo. Although the gradeline of the bridge approaches is being raised slightly, it is being raised in areas which are already above the 100-year flood level and will, therefore, not encroach more of the flood plain than the existing gradeline does. The alignment shown on the vicinity map has also been shifted away from the river on the south-easterly side of the river to prevent the highway embankment from encroaching upon the river. The existing approach embankments will be used as a material source to construct the new embankments. It is anticipated that borrow material will be needed and that this material will be excavated from the flood plain adjacent to the bridge. Since the earthwork is being balanced within the project limits, the project will not change the amount of storage provided by the flood plain.

The proposed structure should provide a normal waterway area of 1,405 square feet below elevation 158.6 feet. This is the same waterway area provided by the existing structure. With the above waterway opening the proposed crossing will maintain the status quo and create 0.5 feet of backwater during the design flood resulting in a highwater elevation of 158.6 feet along the upstream embankments.

RIPRAP

It is suggested that the embankment slopes through the bridge opening be protected with an 18-inch blanket of Class 100 loose riprap. This protection should have a toe trench but no filter blanket will be required. It is felt the upstream slope of south-easterly approach embankment should also be protected with an 18-inch blanket of Class 100 loose riprap. The remaining embankment slopes will require no riprap protection if they are compacted as specified in section 203.41 of the standard specifications. Flattening the unprotected slopes to a 3:1 or 4:1 slope would also be desirable.

DWB:ge
Attachment

cc Frank Terpin w/attachment
Walt Hart "
Jack Davis "
Don Adams "
Ed Hardt "
Don Harwell "
Herb Schell, FHWA "

PROGRAM MANAGEMENT SECTION
DHM ☐ DES ☐
SHM ☐ MJK ☐ DNH ☑
JUN 29 1982
REFERRED TO____________
FOR____________
FILE: PM FA LG.

HYDRAULIC DATA

		DESIGN FLOOD	BASE FLOOD	ROADWAY OVERTOPPING FLOOD	MAXIMUM FLOOD YEAR ( )
Discharge	cfs	16,700*		9,100	
	m^3/s				
Frequency — yrs.		100	100	7	
H.W. Elevation Natural Channel	ft.	158.6**		156.4	
	m.				
H.W. Elevation Channel Change	ft.	—		—	
	m.				
Average Velocity	fps	8.0±		7.5±	
	mps				
Headwater Elevation	ft.	—		—	
	m.				
Tailwater Elevation	ft.	—		—	
	m.				

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: * of the 16,700 cfs, only 11,300 cfs passes through the bridge opening

** includes 0.5 feet of backwater created by the crossing

OREGON DEPT. OF TRANSPORTATION
HYDRAULICS UNIT

Tualatin River (Fern Hill Road) Bridge
Fern Hill Road, FAS A667
Washington County

COMPILED BY: Dave Bryson

DATE: June 28, 1982

7727

OREGON STATE HIGHWAY DIVISION
Location Unit
Surfacing Design Group

Section: Tualatin River Bridge
Highway: Fern Hill Rd. (FAS A677)
County: Washington
Prefix: 534-1950
Project Manager: E. J. Dunn

Date June 8, 1982
Ten Year Traffic Coefficient 6.8
18 kip s.a. per day 26
R Value 10
Frost Penetration ---
CBE Total Requirement 22.0"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
4.0"	A.C. Wearing Surface and Base - Class "B"	8.0"
2.0"	Aggregate Leveling	2.0"
12.0"	Aggregate Base	12.0"
18.0"		22.0"

1.0" Asphaltic Concrete Wearing Surface & Base = 2.0" Aggregate Base
1.0" Cement Treated Base = 1.8" Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8" Aggregate Base
1.0" Emulsion Treated Wearing Surface & Base = 1.8" Aggregate Base
1.0" Oil Mat = 1.8" Aggregate Base
1.0" Cement Treated Existing Roadway Material = 1.5" Aggregate Base
1.0" Lime or Cement Treated Subgrade = 1.0" Aggregate Base
1.0" Aggregate Subbase = 0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Project Manager
Specifications Engineer
Final Design Engineer
Regional Geologist
Ben Rathod

PROGRAM MANAGEMENT SECTION
DHM ☐ RES ☑
SHM ☐ MJK ☐ DNH ☐
JUN 9 1982
REFERRED TO
FOR
FILE: PM FA LC

9727 1-3-82

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Section, Detail & Summary
2A	Temporary Protection And Direction Of Traffic
3	Plan
3A	Profile

STATE OF O

DEPARTMENT OF TRA

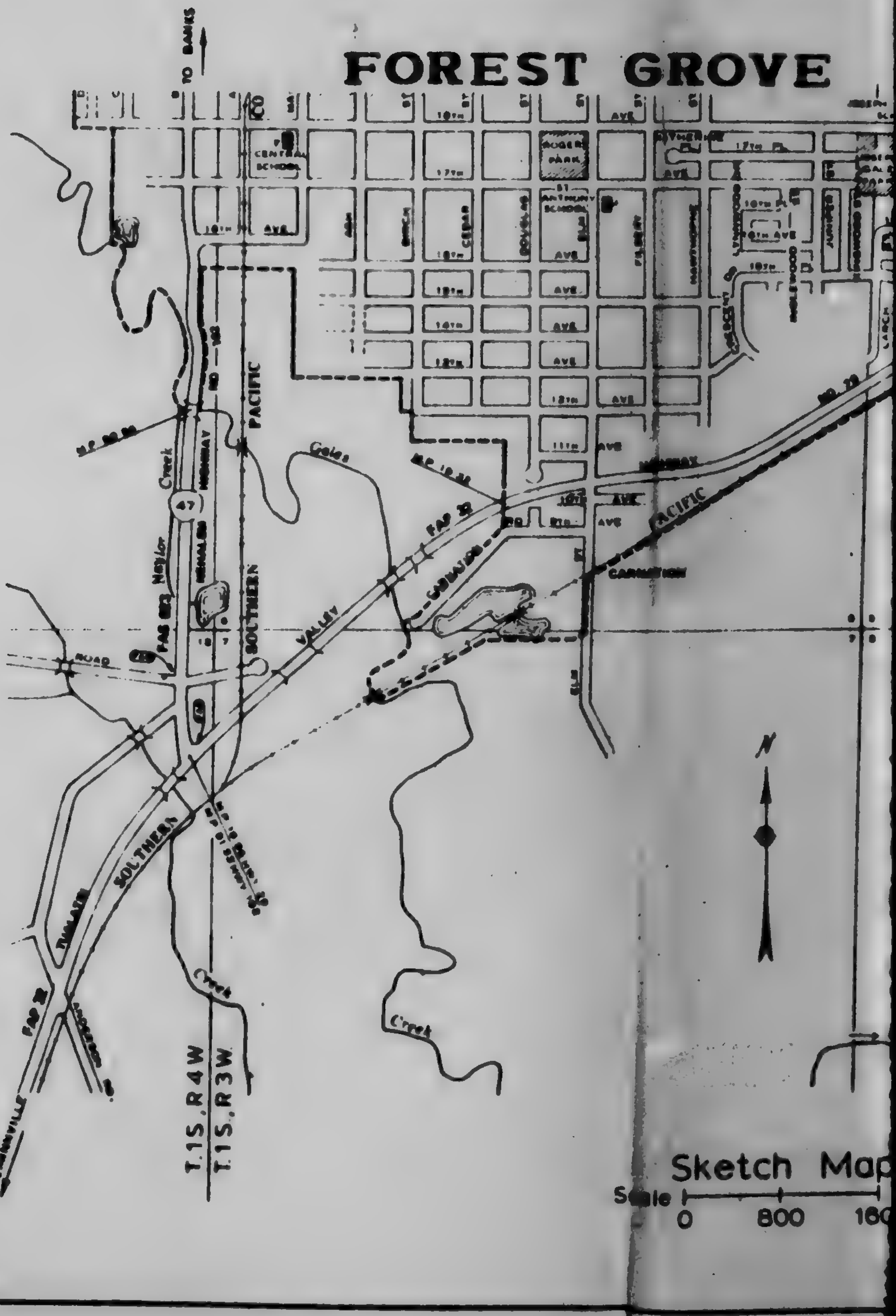
STATE HIGHWAY

PLANS FOR PROPOSED

TUALATIN RIVER (FERN HI

FAS A677 (FERN

WASHINGTON CO


FOREST GROVE
TO BANKS
AVE
PACIFIC
HIGHWAY
47
Gales
Creek
Naylor
SOUTHERN
VALLEY
FAP 32
PACIFIC
CARNATION
ROAD
TUALATIN
SOUTHERN
Creek
Creek
N
TO McMINNVILLE
T.1S. R4W
T.1S. R3W
Scale
0
800
160

Sketch Map

Length 0.27 mi

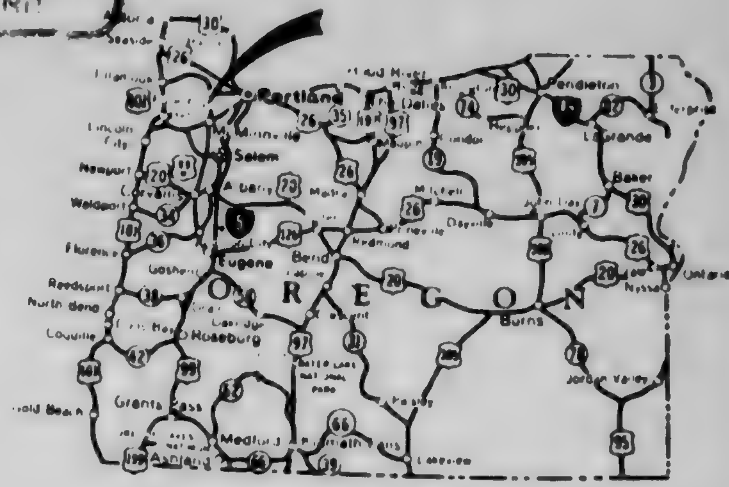
TUALATIN RIVER (FERN HILL RD.) BRIDGE SEC. FAS A677 (FERN HILL RD.) WASHINGTON COUNTY				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

HBR-C
FAS-C

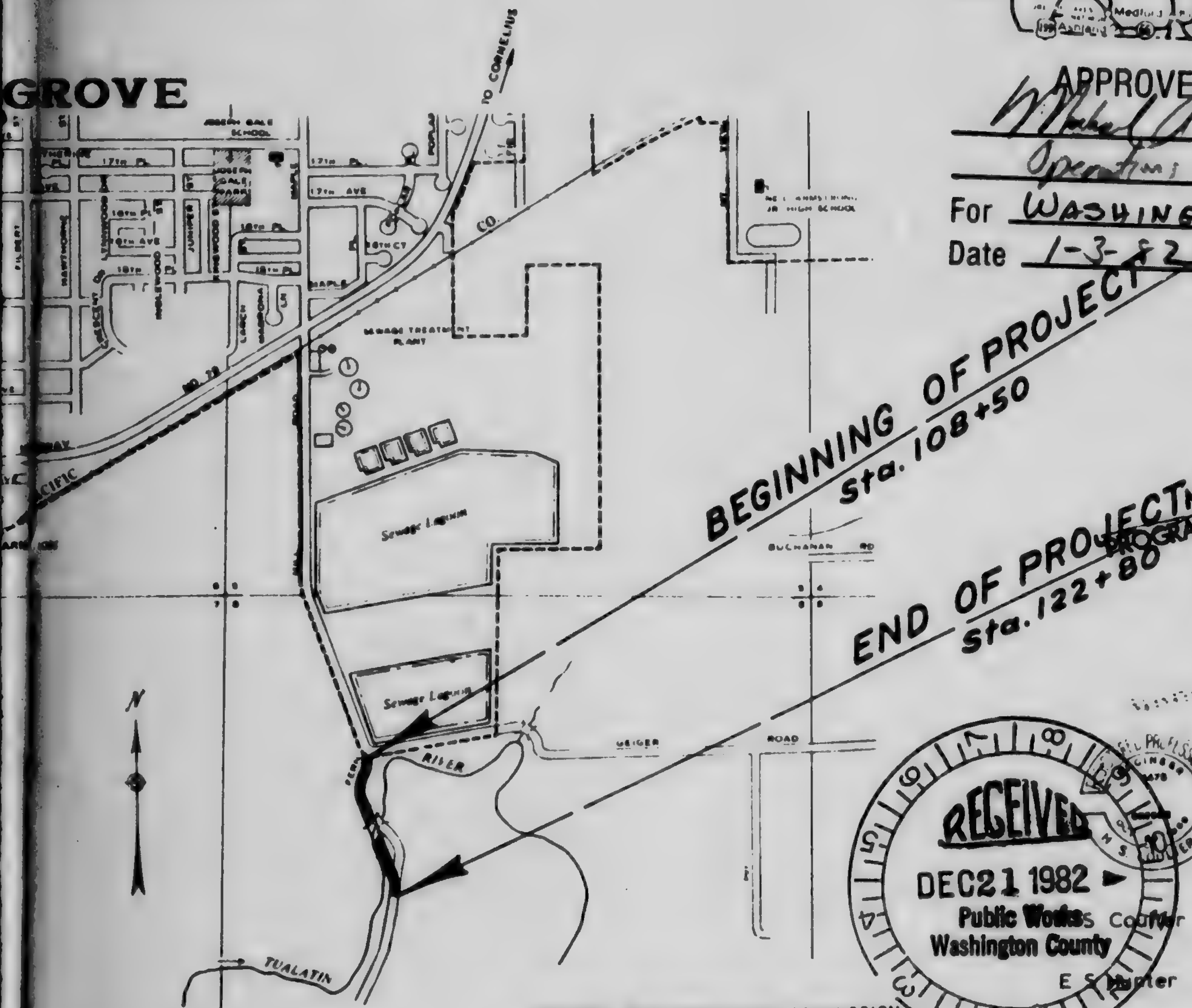
TE OF OREGON
T OF TRANSPORTATION
HIGHWAY DIVISION
FOR PROPOSED PROJECT

PRELIMINARY COPY
DEC 15 1982
SUBJECT TO CHANGE
FINAL DESIGN UNIT

FERN HILL RD.) BRIDGE SEC.
677 (FERN HILL RD.)
ASHINGTON COUNTY



Portland
Salem
Eugene
Bend
Roseburg
Medford
Grants Pass
Burns
Pendleton
La Grande
Baker
Ontario
Newport
Coos Bay
O R E G O N



GROVE
TO CORNELIUS
17th AVE
18th PL
19th PL
SEWAGE TREATMENT PLANT
Sewage Lagoon
Sewage Lagoon
BUCHANAN RD
MEIGER ROAD
RIVER
TUALATIN
PACIFIC
N
BEGINNING OF PROJECT Sta. 108+50
END OF PROJECT Sta. 122+80

APPROVED AS NOTED
Michael J. Bauer
Operations Manager
For WASHINGTON COUNTY
Date 1-3-82

PRELIMINARY COPY
SUBJECT TO CHANGE

METRO BRANCH
PROGRAM MANAGEMENT UNIT
JAN 5 REC'D

RECEIVED
DEC 21 1982
Public Works
Washington County

Sketch Map
Scale 0 800 1600 Feet

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Tom Walsh	VICE CHAIRMAN
Peter J Brix	COMMISSIONER
Robert F. Dwyer	COMMISSIONER
N B. Giustina	COMMISSIONER
Fred D Miller	DIRECTOR OF TRANSPORTATION

S Coulter	STATE HIGHWAY ENGINEER
E S Hunter	ASSISTANT STATE HIGHWAY ENGINEER

EDGAR S. HUNTER
MAY 13 1960

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPROVED
FIELD OPERATIONS ENGINEER DATE

9727

December 2, 1981

ACC

Larry Rice
Director of Public Works
Washington County
150 N. First Street
Hillsboro, Oregon 97123

Dear Mr. Rice:

We have received Federal Highway Administration approval of the preliminary engineering phase of the Tualatin River Bridge replacement project on Fern Hill Road in Washington County.

As specified in our Agreement No. 7540, the financial sharing of the estimated preliminary engineering costs is:

Total Estimated Cost of Preliminary Engineering	$37,000
Less: Free Bridge Design to County	8,000
Basis for Computation of County Share	$29,000

COUNTY SHARE: 20% of $29,000 = $5,800

Please submit your preliminary engineering advance deposit, in the amount of $5,800, according to the instructions on the attached sheet.

Very truly yours,

D. E. Swan
Operation Programming Engineer

Rec'd 12-9-81 LGIP

KEH:pf
Attachment

bcc W/AD # 995: Jon Rose, Metro
Vern Skoog - Please return completed AD # 995
when advance deposit is received.

9727 11-13-81 5

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: BRS-A677(1)

2. STATE PROJECT NO.: See below

2A. COUNTY NAME: Washington

3. FROM:
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 20015

6. TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 11/13/81

8. FEDERAL ROUTE NUMBER: Secondary A677

9. STATE ROUTE NUMBER: County Road

10. GENERAL LOCATION:
Tualatin River (Fern Hill) Bridge Section

11. GENERAL DESCRIPTION OF WORK:
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including archeological salvage and utility preparatory work TEC $37,000 F.F $29,600
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's PEA dated 8/26/81.

RECEIVED
STATE HWY ENGR
NOV 20 '81
REFER TO
[illegible]
FOR
Info Inves R/D D/R Sign Act File

14. DATE: 11/13/81

15. SIGNATURE OF APPROVING OFFICIAL:

16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9727

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: October 22, 1981

File No: 10035
10036

TO: FRANK TERPIN
Location Engineer

Curtis H. Duval

FROM: CURT DUVAL
Location Engineer

SUBJECT: Tualatin River (Fern Hill Rd.) Bridge
McKay Creek and McKay Creek Overflow Bridges
Washington County

Please find attached a copy of Washington County's letter asking to be allowed to deviate from the standard roadway width on the subject projects along with their reasons for the request. We agree with the County; a 28 foot roadway width will be sufficient for the structures.

po

RECEIVED
OCT 27 1981
BRIDGE SECTION

RECEIVED
NOV 10 1981
LOCATION
SECTION

RECEIVED
OCT 23 1981
LOCATION
SECTION

NOTED
L. L. WALLACE

NOTED
W. N. HACKLEMAN

NOTED
F. E. TERPIN

WASHINGTON COUNTY
ADMINISTRATION BUILDING – 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

October 16, 1981

BOARD OF COMMISSIONERS
VIRGINIA DAGG, Chairman
LYELL GARDNER, Vice Chairman
JIM FISHER
BONNIE L. HAYS
LUCILLE WARREN

DEPT. OF PUBLIC WORKS
ROOM 201
(503) 648-8886

Curt Duval, Location Engineer
Department of Transportation
Metropolitan Branch
5821 N.E. Glisan
Portland, Oregon 97213

Subject: Tualatin River (Fern Hill Road) Bridge
McKay Creek and McKay Creek Outflow
Bridges, Washington County

Dear Sir:

Washington County has submitted a request for the bridge width to deviate from the required 40 feet wide structure to 28 feet in width for the following reasons:

1. The present road width is 20 to 22 feet with no plans in the future for widening the pavement. It is classified as a collector but in a rural area, will not be improved.
2. The area in question is zoned GFU 38 and AF-10, which is farm land use and forest area. This zoning will not be changed and after checking with our planning department, if anything it will be more restrictive.
3. Washington County is in the process of a new comprehensive plan of the county. This area is out of any urban growth areas and will not be changed in the future.
4. If the structure is 40 feet in width, entering and exiting onto a 20 foot wide road will be a safety problem and we would have to neck down both sides of the bridge with some form of traffic barrier and considering the location and the road geometry could be confusing to the driver.
5. Due to the zoning and through the comprehensive plan, the growth in this area will be very little if any and the anticipated ADT will not increase any appreciable amount, therefore not needing any more than a 28 foot wide structure.

For the above reasons and the cost saving, Washington County is requesting that our preliminary request for a 28 foot wide bridge be accepted. If this is not acceptable, we would go up to a 32 foot wide structure. We do feel that a 40 foot wide bridge in this area would be inappropriate and costly.

Very truly yours,

Randy L. Lapo

RLL:ja:1:1

Randy L. Lapo
Bridge Coordinator

an equal opportunity employer

9727 5

U.S. Department
of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project BRS-A677(1)
Tualatin River (Fern Hill Road) Bridge
Washington County

Date: October 2, 1981

From: Division Administrator

Reply to Attn. of: HFO.6-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

Based on Mr. Hunter's unsigned letter of September 16, 1981, and a September 30, 1981, field review by representatives of your Location Section, Metropolitan Section, and our Area Engineer, I now concur in your proposed 28 foot wide structure. I understand that documentation is being assembled for your files to document support for this deviation from standards.

G.K. Hossner
for Dale E. Wilken

cc:
OSHD (E S Hunter, Tech Svcs)

RECEIVED
STATE HWY [illegible]
OCT 5'81
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

September 16, 1981

DES 16

Mr. Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

Dear Sir:

Tualatin River (Fern Hill Road) Bridge
Washington County
Oregon Project BRS-A677(1)
Your File HFO.6-OR

Your September 4 letter requested additional supporting information for design of a 28-foot wide deck on the subject structure.

The present roadway on Fern Hill Road is 20 feet wide with up to 2 feet of rock shoulder. The horizontal alignment is generally good. The present attitude of the route is probably the equivalent of a 35 MPH design which could be upgraded by widening, minor grade change and minor realignment to 40 MPH design characteristics. Future upgrading of the facility is likely to be of a minor nature rather than relocation or reconstruction.

The proposed crossing of the Tualatin River is between reversing curves of about 16°, which translates into a design speed of about 35 MPH. Because of the attitude of the approach roadways in relation to the river, substantial improvement will be difficult to achieve without excessive expenditure. The 40 MPH design speed achieved would be compatible with probable future improvement of adjacent segments of the road.

Replacement of the present 20-foot wide structure and approaches by a 28-foot wide structure and approach roadways will provide a substantial improvement over the existing situation and still not exaggerate the narrow roadway on adjacent sections. The 28-foot wide section will also be compatible with the probable future improvement and also will not introduce undesirable safety elements at the bridge.

Although Table 8, page 13 in "Geometric Design Standards for Highways other than Freeways, 1969" indicates 32 feet as a desirable minimum and 24 feet as a minimum, we believe that the 28-foot section set forth in the prospectus is the most cost-effective and compatible design for the present and foreseeable future.

We therefore wish to reaffirm our original proposal and ask for your concurrence in the use of a 28-foot deck width for the Fern Hill Road Bridge over the Tualatin River and approach roadway.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer
Technical Services Branch

bc H. S. Coulter
D. H. Moehring
J. H. Versteeg
Frank Terpin (enc.)

GCW:ja

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project BRS-A677(1)
Tualatin River (Fern Hill Rd.) Bridge
Washington County

Date: September 4, 1981

From: Division Administrator

Reply to Attn. of: HFO.6-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

The Location Prospectus and request for preliminary engineering authorization for the above project has been reviewed. The proposed curb-to-curb width on the structure is 28 feet. Current traffic volume on this project is 800 ADT. Minimum design standards call for 12 foot lanes and 8 foot shoulders for a structure width of 40 feet.

Your proposed 28 foot width is a significant deviation from standards. Possibly a 32 foot roadway would be more appropriate considering operating speeds, roadway alignment and potential safety hazards associated with future increased traffic volumes. At any rate we need supporting information for proposed widths less than minimum design standards.

Action on your preliminary request will be detained pending receipt of a supported deviation request.

G.K. Hossner
for Dale E. Wilken

1 Versteeg
__ Anderson
__ Christensen
__ Olson
__ Sullivan
__ Terpin
__ Trout
__ Wakerlig

RECEIVED
SEP 10 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ___/___
Action

RECEIVED
STATE HWY ENGR
SEP 8 '81
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

RECEIVED
TECHNICAL SERVICES
SEP 9 '81
REFER TO Versteeg
FOR
☒ R/D

9727

5

September 11, 1981

Board of County Commissioners
Washington County
150 N. First
Hillsboro, OR 97123

AGR 4

Attention: JoAnn Johansen
Clerk of the Board

MISC. CONTRACTS and
AGREEMENTS No. 7540

Gentlemen:

Attached for your files is a fully executed copy of an agreement for construction of the Tualatin River (Fern Hill Road) Bridge.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc
Attachment

bc: Don Harwell (agreement attached)

9727

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration
Salem, Oregon 97301

8-26-81

OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION
ADDENDUM TO LOCATION PROSPECTUS AND
REQUEST FOR FEDERAL AID
PRELIMINARY ENGINEERING AUTHORIZATION

Reynolds

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO. FED. S	ROUTE NO. STATE
Co. Rd., 1.5 mi. S. of Forest Grove "Tualatin Riv. (Fern Hill Rd.) Bridge Sec"	118	10200	BRS-A677(1)	A677	Co. Rd.

Access Control None Parking Restrictions Partial System Revision None

Airports (within 2 Mi.) None ROW 60' normal

Water Development None Recreation & Historical Areas None

Washington 067

A-95 Review:

State Cl. Ho. .... Exempt___ Date Approved 8-4-81

Dist. 2 Cl. Ho. ..... Exempt___ Date Approved ______ No Reply X

Project Environmental Assessment: FHWA Concurrence Dated 6-29-81

1-EIS ____ 2-Categorical Exclusion X 3-Draft Assessment & FONSI ____

Notes: (1) Project in Congressional District 1 .

(2)

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

X All Phases
___ All Phases thru Final Envir. Document
X Incl. Archeological Salvage
X " Util. Preparatory Work
___ " R.R. Preparatory Work

Est. Proj. Cost:

TEC NTE	$ 37,000
FF	$ 29,600
STATE	$ 1,600
Co.	$ 5,800

For PR-37:

Field Phase	$
PS&E Phase	$

Pro Rata 80%

REMARKS:
1) Attached is a copy of Authority for Survey and sketch maps.
2) Included on the bridge replacement inventory list with a sufficiency rating of 2.0
3) This project is expected to be funded from the unobligated balance of FY '81' 80% limitation.

CL:bkc

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
8-26-81	D.E. SWAN	OPERATION PROGRAMMING ENGINEER

9727

5

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovornmental Relations Division
155 Cottage ST NE
Salem, Oregon 97310, Phone: 378-3732

STATE A-95 REVIEW ADDENDUM

NOTED
H.S.COULTER

APPLICANT: OR DOT HWY DIV

PROJECT TITLE: Tualatin River Bridge WASH. CO,

PNRS #: 8107 2 200

DATE: 8/11/81

The State Clearinghouse has received additional comments from Oregon Dept of Soil & Water subsequent to our conclusion letter of 8/4/81 please see copy (ies) attached for your attention.

ATTACHMENT

Additional Clearinghouse comments:

cc: Dale E. Wilken
H.S. Coulter
F.E. Terpin
J.B. Boyd
J.H. Versteeg
Gary Potter
W.J. Hart
Aeronautics Division
B.L. Gifford
REG.(m)ENGR.: R.N. BOTHMAN

REG.(1)ENGR.:
E.L. HARDT
DIS.(2)ENGR:
W.W. Geibel

(X) Please consider this letter and enclosure(s) an addendum to our previous letter.

(X) A copy of this letter and enclosure(s) should be forwarded to the federal funding agency as required by OMB A-95.

If you have questions please contact the State Clearinghouse at the above address and telephone number.

RECEIVED
STATE HWY ENGR
AUG 12 '81
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

BEN GIFFORD

7-2-81

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

RECEIVED
JUL 10 1981
STATE SOIL AND WATER
CONSERVATION COMMISSION

PNRS STATE REVIEW

Project #: 8107 2 200

Return Date: JUL 31 1981

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

Washington - Dept. of Transportation

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

(X) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

( ) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

The Washington County is concerned that the construction will take place in the floodplain. Please coordinate the implementation of this proposal with the Washington County SWCD.

WASHINGTON COUNTY SWCD
257 W. Main
Hillsboro, OR 97123
Phone: 648-3014

Agency Soil & Water

By Charles V. [illegible]/gp

Phone Number 8-3810

9727

S

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St. S.E.
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-452-7813

NOTED
H.S.COULTER

APPLICANT: OR DOT HWY DIV

PROJECT TITLE: Tualatin River Bridge [illegible]

DATE: 8/4/81

The State has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented~~.

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency (s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

ATTACHMENT

cc: D.E. WILKEN
H.S. COULTER
F.E. TERPIN
J.B. BOYD
J.H. VERSTEEG
GARY POTTER
W.J. HART
AERONAUTICS DIVISION
B.L. GIFFORD
REG. (M) ENGR: R.N. BOTHMAN
REG. (1) ENGR: E.L. HARDT
DIS. (2) ENGR: W.W. GEIBEL

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number

8107 2 280

This number should be used on all correspondence and particularly on SF 242 as required by OMB A-95.

BEN GIFFORD
7-2-81

RECEIVED
STATE HWY ENGR
AUG 5 '81
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies will be submitted to you separately and must also be included.

Kay L. Wilcox
A-95 Coordinator

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

INTERGOVERNMENTAL [illegible] DIVISION
JUL 22 1981

PNRS STATE REVIEW

Project #: 8107 2 200 Return Date: JUL 31 1981

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

(X) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

( ) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

The Oregon Department of Fish and Wildlife has no objection to the request for funding the Tualatin River Bridge Project in Washington County. However, we request that detailed plans be coordinated with Jay Massey, district fish biologist. Mr. Massey can be contacted at 17330 S.E. Evelyn Street, Clackamas, Oregon 97015, telephone number 657-2041.

We appreciate the opportunity to review and comment on this project proposal.

cc: Jay Massey

Agency Fish & Wildlife By

Phone Number 229-5679

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

RECEIVED
JUL 8 1981
JUL 10 1981
DIVISION OF STATE LANDS

PNRS STATE REVIEW

Project #: 8107 2 200 Return Date: JUL 31 1981

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

(✓) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By EH

Phone Number 8-3057

S

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 2, 1981

In Reply Refer to
File No.:

NOTED
H.S.COULTER

TO:
Executive Department
Federal Aid Coordination Unit

Metropolitan Service District
527 S.W. Hall Street
University Center Bldg.
Portland, OR 97201

D E Swan

FROM:
D. E. Swan
Operation Programming Engineer

SUBJECT:
Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 2
Section: Tualatin River Bridge
Highway: FAS-A677
County: Washington

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be

BLG:bke
Attachments
cc: D.E. Wilken, FHWA
H.S. Coulter ✓
F.E. Terpin
J.B. Boyd (2)
J.H. Versteeg(3)
Gary Potter
W.J. Hart
Reg. M-1 Engr.:R.N. Bothman, E.L. Hardt
Dis. 2 Engr.:W.W. Geibel
Aeronautics Division
David Powers, Parks
B.L. Gifford

RECEIVED
STATE HWY ENGR
JUL 8'81
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

	For Internal Use Only	1-8) PNRS #		Page One
02	12] APPLICANT [45 Department of Transportation	46] DIVISION [79 Highway		
03	12] APPLICANT ADDRESS STREET [45 Transportation Building	46] CITY [60 Salem	76] ZIP [80 97310	
04	12] CONTACT PERSON [45 D. E. Swan	46] AREA CODE [48 503	49] PHONE [55 378	56] EXTENSION [59 6563
01	12] PROJECT TITLE [71 Tualatin River Bridge			
11	12] PROJECT LOCATION—CITY FAS-A677	PROJECT LOCATION—COUNTY Washington	PROJECT LOCATION [79 SEC: T: R:	

05 SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

06 12] The purpose of the project is to replace a deteriorated steel pony truss [71

07 12] and timber bridge with a pre-cast concrete deck structure, and to realign [71

08 12] the roadway approaches for a safer horizontal alignment. [71

09 12] [71

10 12] [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
364,000	- -	- -	91,000	- -	455,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE [71 Title 23 USC Highways	
15	12] FEDERAL AGENCY NAME [45 U.S Department of Transportation	46] FEDERAL SUB-AGENCY NAME [79 FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 INTER-STATE ☐ 13 COUNTY ☐ 14 CITY ☐ 15 SCHOOL DISTRICT ☐ 16 SPECIAL DISTRICT ☐ 17 COMMUNITY ACTION ☐ 18 SPONSORED ORGANIZATION ☐ 19 OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 CONT. GRANT ☐ 22 SUPPL'T GRANT ☐ 23 INCREASE DURATION ☐ 24 DECREASE DURATION ☐ 25 CANCELLATION ☐ 26 INCREASE DOLLARS ☐ 27 DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: (Same)

(D) REVIEW REQUIRED by A-95 Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42 Aug. 43] DAY [44 3 45] YEAR [46 1981

Form PNRS-1 Page 1

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title)

V. Has funding agency been notified? No ☐ Yes ☒ Date: (Same)

VI. If project includes state funds (12C), identify agency - - -

STATE AGENCIES ONLY

VIII (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category II Project of Categorical Exclusion according to the new environmental quality guilelines.

BRS - H - 617(-)

OREGON STATE HIGHWAY DIVISION
PROJECT CLASSIFICATION

A. Project Identification:

Date June 25, 1981

Section Tualatin River Bridge

City ______ Hwy. No. ______

Highway Fern Hill Road

Begin M.P. ______ Length 1200

County Washington

Program Estimate $455,000

Region 1

Funding Source HBR FASC

(Attach Project Location Map)

B. Purpose, Need, and Description of Project (Describe Alternatives):

The purpose of the project is to replace a deteriorated steel pony truss and timber bridge with a pre-cast concrete deck structure, nd to realign the roadway approaches for a safer horizontal alignment. The existing structure has a load limit and is restricted to one-way traffic. The roadway approaches the structure at a sharp angle on both sides, causing a hazardous alignment which is aggravated by the structure's narrow width.

C. Recommended Project Classification:

Project Class		Documentation
______	I	Draft and Final EIS
XX	II	Categorical Exclusion
______	III	Environmental Assessment

Other Documentation:

__ Wetlands Finding

X Cultural Resource Survey

__ Section 106 Procedures

__ Noise Study Report

__ Indirect Source Construction Permit

__ Section 4(f) Determination

Basis for Recommended Classification:

The project replaces an existing facility and would not cause a significant change to the existing environment.

D. Descriptions:	Existing Facility	Proposed Facility
Number of Traffic Lanes	2	2
Median (Yes/No)	no	no
Shoulders (Yes/No, Paved/Gravel)	no	yes (paved)
Average Daily Traffic (Volume and Year)	800	800
Alignment (New, Combined, Existing)		new
Speeds (Posted and Estimated)	30	45

(12-15-80)

E. Preliminary Assessment of Enviromental Impacts:

1. Estimated Right-of-Way Impacts:

Acres	1
Estimated Number of Parcels	2
Residential Relocation (No.)	None
Business Relocation (No.)	None

A small amount of active cropland would be acquired

2. Estimated Impact on Land Use:

The new alignment would be slightly to the west of the existing alignment, passing through an adjacent wheatfield, riverbank brush and trees,and vacant land. No significant land use impacts would occur.

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:

This is a major farm to market route. The existing load limit forces most trucks and heavy farm equipment to detour using Highway 47. The existing alignment is unsafe.

The project would eliminate the need for a detour and would provide a safer roadway/structure section for vehicle operation.

4. Estimated Impact on Rivers, Stream, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

No signficant impacts identified. Instream construction will be necessary as two sets of columns would be placed in the river. No wetlands would be affected.

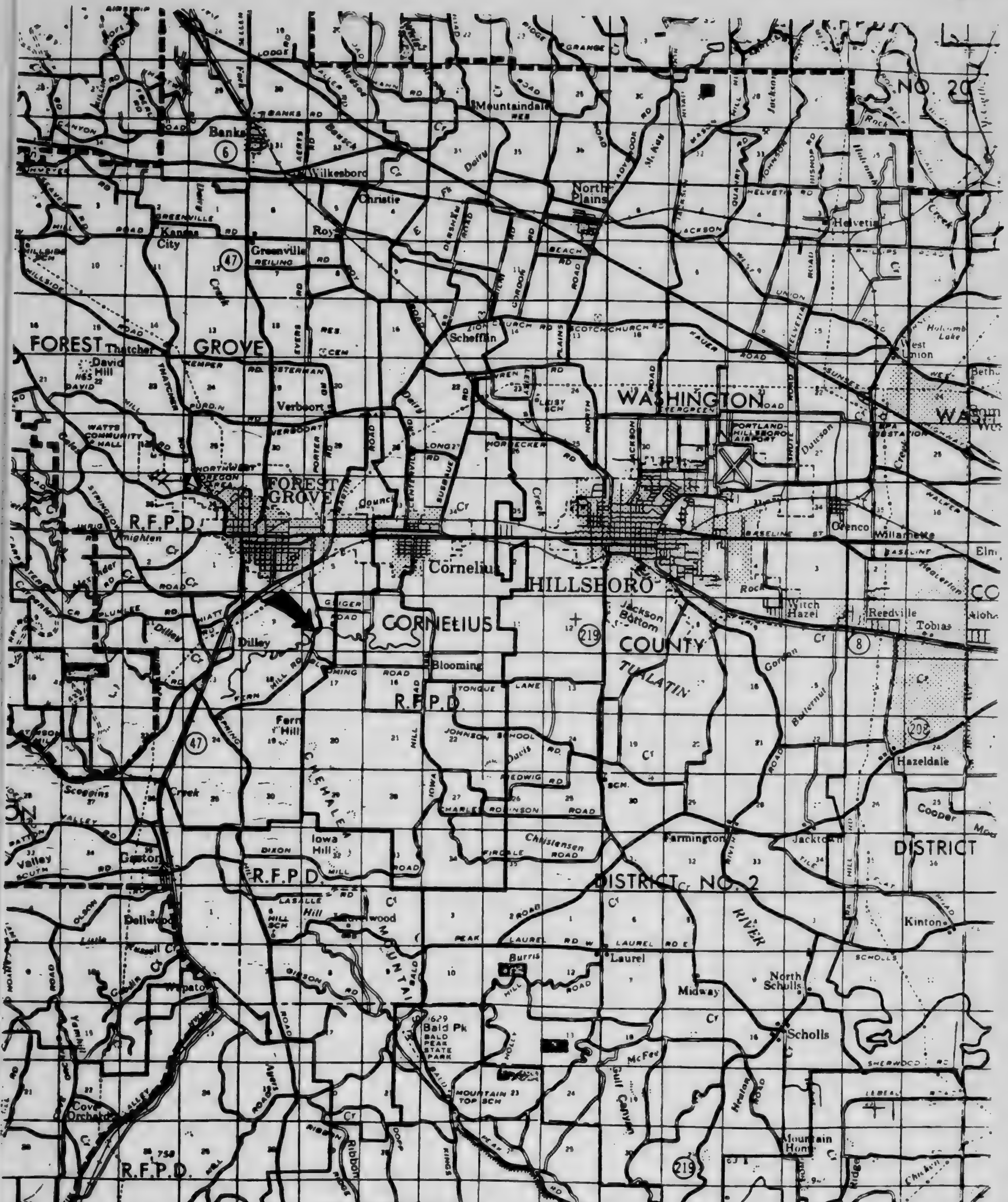
5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

None identified at this time; however, an archeological survey may be necessary.

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

None identified.

Name of Preparer and Phone Number: JEF KAISER, 238-7439


Banks
Mountaindale
Wilkesboro
Christie
North Plains
Helvetia
Roy
Kansas City
Greenville
Scheffilin
West Union
FOREST GROVE
Thatcher
David Hill
Verboort
WASHINGTON
PORTLAND-HILLSBORO AIRPORT
WATTS COMMUNITY HALL
NORTHWEST OREGON
FOREST GROVE
R.F.P.D.
Orenco
Willamette
Cornelius
CORNELIUS
HILLSBORO
Jackson Bottom
COUNTY
Witch Hazel
Reedville
Tobias
Dilley
Blooming
R.F.P.D.
TUALATIN
Fern Hill
CHEHALEM
Hazeldale
Scoggins Creek
Valley
Gaston
Iowa Hill
R.F.P.D.
Farmington
Jacktown
DISTRICT
DISTRICT NO. 2
Dellwood
Laurelwood
MOUNTAIN
RIVER
Kinton
Laurel
Burris
North Scholls
Midway
Wapato
Bald Pk
BALD PEAK STATE PARK
Scholls
McFee
Cove Orchard
MOUNTAIN TOP SCH
Gulf Canyon
R.F.P.D.
Mountain Home
RIBBON RIDGE SCHOOL
Ribbon Ridge
NO. 20
6
47
47
219
219
208
8

5

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project BRS-A-677(-)
Tualatin River Bridge
Fern Hill Road, Washington County

Date: June 29, 1981

From: Division Administrator

Reply to Attn. of: HFO.6-OR

To: Mr. G. A. Potter, Manager, Environmental Section, OSHD

I concur in the classification of this project as a categorical exclusion.

NOTED
E. S. HUNTER

Original Signed By
E. J. VALACH
Program Development
Engineer

Dale E. Wilken

cc:
✓OSHD (E S Hunter, Tech Svcs)
OSHD (Reg I, Env)
OSHD (W J Hart, Br)

RECEIVED
TECHNICAL SERVICES
JUN 30 '81
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

9727

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: June 26, 1981

File No: 10045

TO: D.H. MOEHRING ATTN: D.E. SWAN
Assistant State Highway Engineer

FROM: T.A. SPENCE
Plan & Program Manager

SUBJECT: Tualatin River Bridge
Bridge Replacement
Fern Hill Road
Washington County

Husby: 7-9-81
COMMISSION APPROVED
FOR HBR 1-27-81

Here is our programming packet for the subject project. Included are two Project Requests, Project Classification, Authority for Survey, Location Prospectus, agreement information sheet, recon estimate, and photographs of the project location.

Washington County has submitted two project requests. One request is for bridge replacement which is included in the approved HBR program for FY 1981. The second request is for realignment of the bridge approaches funded by FAS funds. NO FAS funds. Approaches to be funded HBR.

Inclusion in the MSD TIP is not a requirement for this project.

The Metro Environmental Unit has recommended this project be categorized as a Class II, Categorical Exclusion. Waterway involvement is with the Tualatin River.

Please request FHWA approval and obligation of $37,000 (TEC) at this time for preliminary engineering.

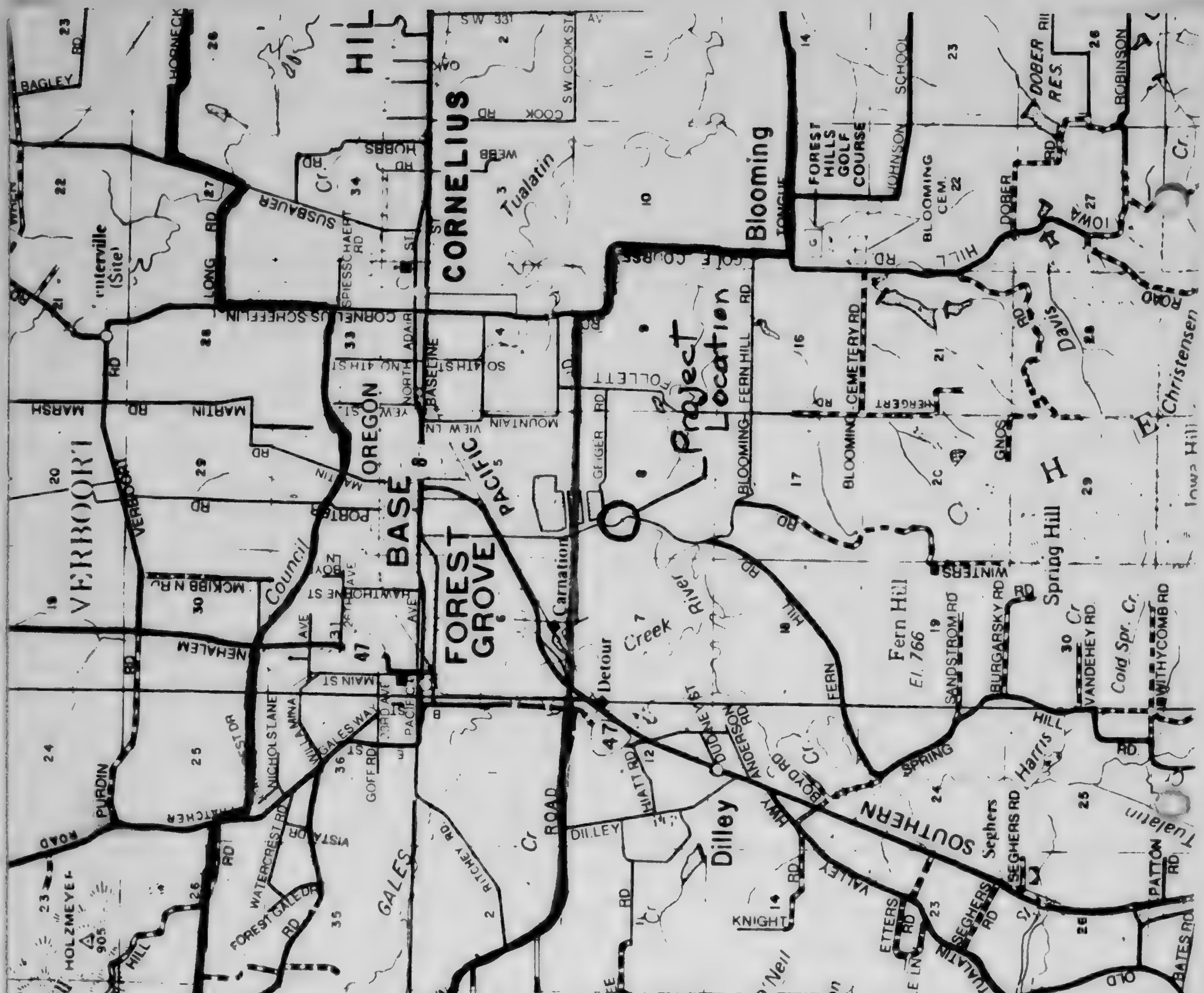
TAS:ECM:JS

cc: F.E. Terpin
Metro Project Development Units
R.C. Brooks

Attachments

cc: Terpin
Gifford

D. E. Swan = Please Program & Update PMS.
E. S. Hunter
D. H. Moehring
G. Bell
L. E. George
G. Potter
F. E. Terpin
W. J. Hart
J. B. Boyd
R. Trygstad
Lyle Watson
J. Sullivan
F. W. Yarbrough
J. Grassman
F. Lowe
Metro:
Ted Spence



CORNELIUS
FOREST GROVE
BASE
Project Location
Blooming
VERBOORT
Dilley
HENRY HAGG LAKE
Gales Peak El. 1,788
Fern Hill El. 766
Spring Hill
Iowa Hill
RIPPLING WATERS PARK
FOREST HILLS GOLF COURSE
BLOOMING CEM.
DOBER RES.
SOUTHERN PACIFIC
OREGON
Carnation
Detour
Tualatin
Council Cr
Gales Cr
Carpenter Cr
Prickett Cr
Roderick Cr
Godfrey Cr
Dilley Cr
O'Neill Cr
Scoggins Cr
Christensen
Davis Cr
Hering
Harris
STRINGTOWN RD
FERN HILL RD
SUSBAUER RD
CORNELIUS SCHEFFLIN RD

4727

Form ~~2-23~~ (Rev. 9-71)

(TR80001)

ACCT 11/20 Z

10045

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

ion: Tualatin River ~~Bridge~~ (Fern Hill Rd) Bridge

Date: June 24, 1981

Highway: Fern Hill Road (FAS A677) -HBR-C

Authorization No.: 1

County: Washington

Survey Prefix: 534-1950 (Assigned by Salem office)

Description of termini, route, length, etc.: Section 8.T1S,R3W
The project is located on Fern Hill Road 1.5 miles south of the City of Forest Grove.
Length of project is about 1000 feet.

Proposed: Replace existing steel pony truss bridge with precast concrete structure on new alignment west of existing facility.
Traffic maintained on old bridge.
Right-of-way will be required.

SRS-A677(1)
11-13-81

Purpose of survey: State to perform field survey; prepare plans, specifications, contract preuments, advertise, award contract, and furnish construction engineering.
Prepare hydraulic and soils report.
Prepare descriptions and acquire right-of-way.
Prepare cultural resources report.

Estimate of cost: $533,000 (construction)
Funding: Bridge HBR; approaches & R/W-FASC.
Class II, Categorical Exclusion

Field Survey	(901)	14,500
Citizen Participation	(902)	
City or County	(903)	
Consultant	(904)	
Final Design	(905)	3,500
Bridge Design	(927) ~~(906)~~	8,000
Preliminary Design	(907)	
R/W Description	(909)	500
Soils & Geology	(910)	500
Traffic	(911)	
Landscape	(912)	
Liaison R/W	(913)	300
Utility	(914)	250
Photogrammetry	(916)	
Location Studies	(918)	1,500
Engineering Graphics	(919)	
Project Management	(920)	100
Specifications	(921)	2,000
Administrative Services	(922)	100
Environmental	(923)	400
Dept. of Transportation	(924)	
Air Quality Monitoring	(925)	
Foundation Exploration	(926)	5,000
Seminars & Training	(950)	350
Hearings	(980)	
Personal Leave Time	(960)	

$37,000
- 8,000 Free Br. Design
$29,000 Basis of County Share Computation
0.20(29,000) = $5800 COUNTY SHARE PE.

Approv by Comm 1 27-81 250,000 HBR

Total estimated cost of survey	$37,000
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

RECEIVED
JUL 1 5 19
LOCATION SECTION

Requests made by:
~~Field Engineer~~
RTIS H. DUVAL, Metro Location Engineer

Recommended for Approval:
~~Regional Engineer~~
D.R. ADAMS, Project Development Engineer

Recommended for Approval:
Location Engineer

Approved:
Assistant State Highway Engineer

SP*23604-734

Bp

9727

NOTE: SHADED AREAS
TO BE COMPLETED
IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE: 6/24/81
PREFIX:

1 - IDENTIFICATION

PROJECT NAME: Tualatin River Bridge

HIGHWAY NAME Fern Hill Road (FAS A677)	HIGHWAY NUMBER

REGION 1	ADMINISTRATIVE DISTRICT 2A	COUNTY Washington	CITY

LENGTH 1000 ft.	MILEPOST NUMBER TO	☒ RURAL	☐ URBAN

LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO	IF YES, UNIT OF GOVERNMENT Washington County

TYPE OF FUNDS: ☐ FAI ☐ FAP ☒ FAS ☐ STATE ☐ FAUS ☒ OTHER HBR On-System

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☒ GRADING ☒ PAVING ☒ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Replace the existing steel pony truss bridge with a precast concrete structure. The new structure will be built west of the existing alignment to reduce the degree of curvature on the bridge approaches. Traffic should be maintained on the existing alignment until the new bridge is open to traffic.

The bridge replacement is to be funded by the HBR program, the realignment of the bridge approaches is to be financed by FAS funds

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME) 1980 - 800	PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

LEVEL OF SERVICE		A	B	C	D	E	F
	EXISTING	☐	☐	☐	☐	☐	☐
	PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH) 45	DESIGN STANDARDS AASHTO	TRAFFIC ANALYSIS ☐ LIGHT ☐ MEDIUM ☐ HEAVY

3 - FEATURES

	EXIST NUMBER AND WIDTH	POSED NUMBER AND WIDTH
TRAVEL LANES	Two 11'	Two 12'
SHOULDERS	None	Two 12'
MEDIANS		
PARKING LANES		
SIDEWALKS		
BIKEWAYS		
INTERCHANGES		
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☒	☐	☐
Stage Construction	☒	☐	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☒	☐	☐
River Tualatin River	☒	☐	☐
Stream	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way (2 parcels)	☒	☐	☐
Simple Acquisition	☒	☐	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☒	☐	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☐	☒
Coast Guard	☐	☐	☒
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	Y	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐	Hydraulics Study	☒	☐	☐
Environmental Assessment	☒	☐	☐	Soils Investigation	☒	☐	☐
Statewide Assessment	☐	☒	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☒	☐	☐
Public Hearing ____________	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☐	☒	☐
Utilities	☐	☒	☐	Design Review	☐	☒	☐

Type ________________________

4 - WORK ITEMS

	TO BE PERFORMED BY		
	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY	☐	☒	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	(2.0)	2.0
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	
RIGHT-OF-WAY ACQUISITION	( )	
P.S. & E. DOCUMENTS	( )	

RECOMMENDED CONSTRUCTION DATE ____________ (Region) ____________ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING

7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	37,000	
RIGHT OF WAY	5,000	
TRAFFIC CONTROL		
ILLUMINATION		
STRUCTURES	361,000	
RAILROAD		
ROADWAY	154,000	
OTHER Removal of existing bridge	18,000	
ENGINEERING & CONTINGENCIES .(included above).......		
PROJECT TOTAL	575,000	

SUBMITTED BY ____________________

Project Tualatin River Bridge, Fern Hill Road

Agency Washington County Date 6/24/81

Type of Project Bridge Replacement and Road Realignment

Funds SOS FAIX FAUS [✓ FASC] Title II [✓ HBR]

The agreement on this project should provide for the following responsibilities where applicable:

	N/A	State	Applicant	Consultant
Major PE	☐	☒	☐	☐
Monitor PE	☒	☐	☐	☐
Field Survey	☐	☒	☐	☐
Prepare Environmental Statements	☒	☐	☐	☐
Review & Process Envir. Statements	☒	☐	☐	☐
Public Hearings	☒	☐	☐	☐
Citizen Involvement	☐	☐	☒	☐
Action Plan Requirements	☐	☐	☒	☐
Preliminary Design Plans & Specs.	☐	☒	☐	☐
Prepare for Contract Bids	☐	☒	☐	☐
Advertise, Let and Award	☐	☒	☐	☐
Major Construction Engineering	☐	☒	☐	☐
Lab Testing, Final Checking	☐	☒	☐	☐
Utility Responsibility	☐	☐	☒	☐
Maintenance After Completion	☐	☐	☒	☐
Signal Maintenance	☒	☐	☐	☐
Power Consumption	☒	☐	☐	☐
Local Match	☐	☐	☒	☐
Provide for Right-of-way Agreement		[✓ Yes]	No	

Construction by Contract ☒ State Forces ☐ Local Forces ☐

Advance Deposit Required PE ☒ Construction ☒ N/A ☐

State will Advertise, Let and Award All Contracts

State will Monitor Preliminary Engineering and Construction Activities for Federal Compliance

Remarks:
Bridge replacement to be funded by HPR Program. The realignment of the bridge approaches to be funded by the FASC Program.

9727

OREGON STATE HIGHWAY DIVISION
PROJECT CLASSIFICATION

A. Project Identification:

Section	Tualatin River Bridge	Date	6/10/81
Highway	Fern Hill Road	City	Hwy. No.
County	Washington	Begin M.P.	Length 1200
Region	I	Program Estimate	455,000
		Funding Source	HBR FASC

(Attach Project Location Map)

B. Purpose, Need, and Description of Project (Describe Alternatives):

The purpose of the project is to replace a deteriorated steel pony truss and timber bridge with a pre-cast concrete deck structure, and to realign the roadway approaches for a safer horizontal alignment. The existing structure has a load limit and is restricted to one-way traffic. The roadway approaches the structure at a sharp angle on both sides causing a hazardous alignment which is aggravated by the structure's narrow width.

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X	II	Categorical Exclusion
____	III	Environmental Assessment

Other Documentation:

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X Cultural Resource Survey
__ Section 106 Procedures
__ Noise Study Report
__ Indirect Source Construction Permit
__ Section 4(f) Determination

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(12-15-80)

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The project would eliminate the need for a detour and would provide a safer roadway/ structure section for vehicle operation.

4. Estimated Impact on Rivers, Stream, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

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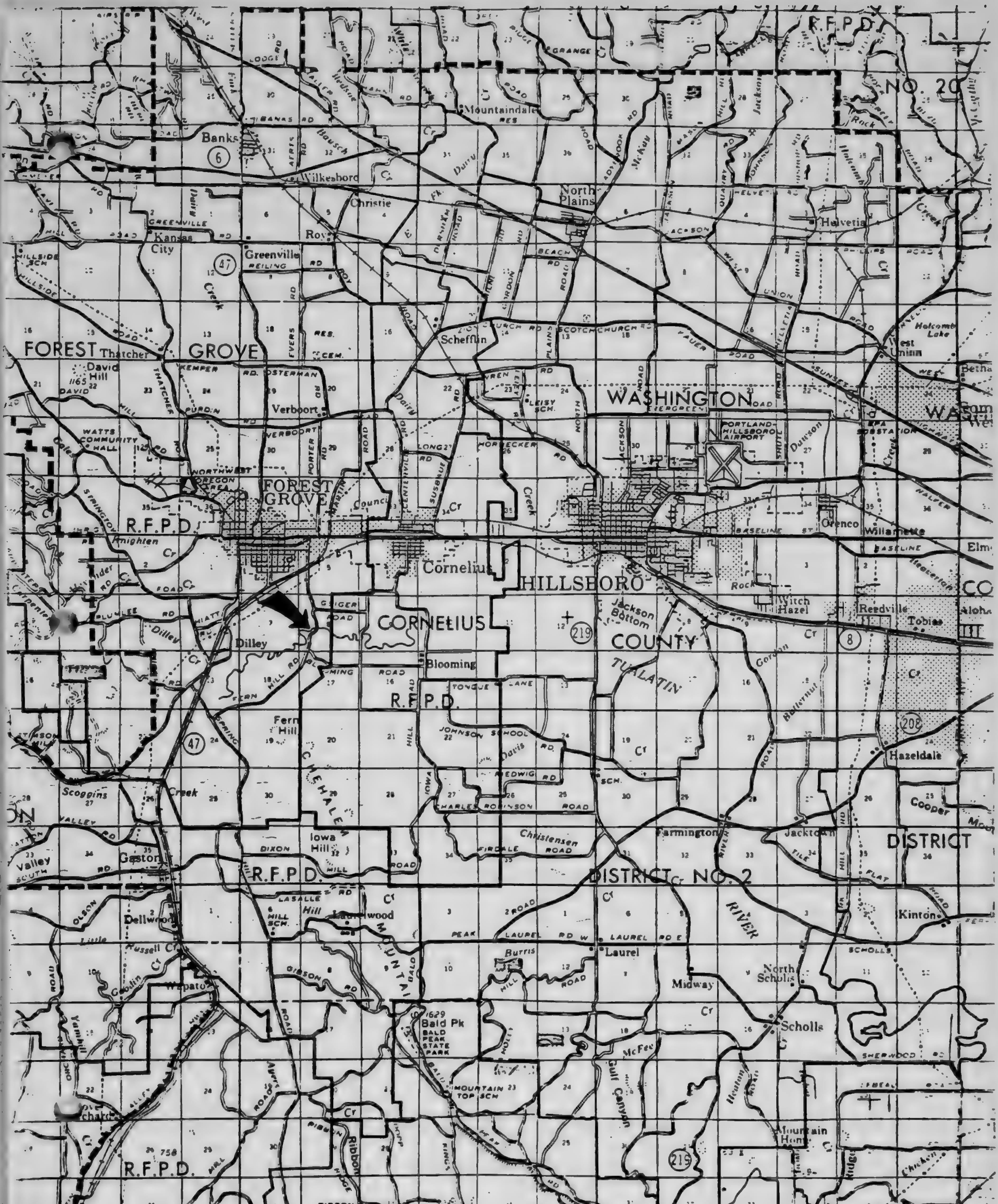
5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

None identified at this time; however, an archeological survey is recommended due to the potential existence of undisturbed land within the proposed alignment.

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

None identified.

Name of Preparer and Phone Number: JEF KAISER, 238-7439


R.F.P.D.
NO. 20
Mountaindale
Banks
Wilkesboro
Christie
North Plains
Helvetia
Kansas City
Greenville
Roy
FOREST GROVE
Thatcher
David Hill
Verboort
Scheffiin
WASHINGTON
West Union
Watts Community Hall
Northwest Oregon Fair Area
Forest Grove
R.F.P.D.
Cornelius
HILLSBORO
Portland-Hillsboro Airport
Orenco
Willamette
CORNELIUS
Dilley
Blooming
COUNTY
Jackson Bottom
Witch Hazel
Reedville
Tobias
Aloha
TUALATIN
R.F.P.D.
Fern Hill
CHEHALEM
Scoggins Creek
Hazeldale
Gaston
Iowa Hill
R.F.P.D.
DISTRICT NO. 2
Farmington
Jacktown
DISTRICT
Cooper Mountain
Dellwood
Laurelwood
Kinton
Laurel
Burris
Midway
North Scholls
Wapato
MOUNTAIN
Bald Pk
Bald Peak State Park
Scholls
McFee
Gulf Canyon
Mountain Top Sch
Mountain Home
Ribbon Ridge
Ribbon Ridge School
R.F.P.D.
Tualatin River
6
47
47
8
208
219
219

TUALATIN RIVER BRIDGE

Fern Hill Road

Camera facing south

Camera facing north

The following
Document(s)
are
Photographs

TUALATIN RIVER BRIDGE

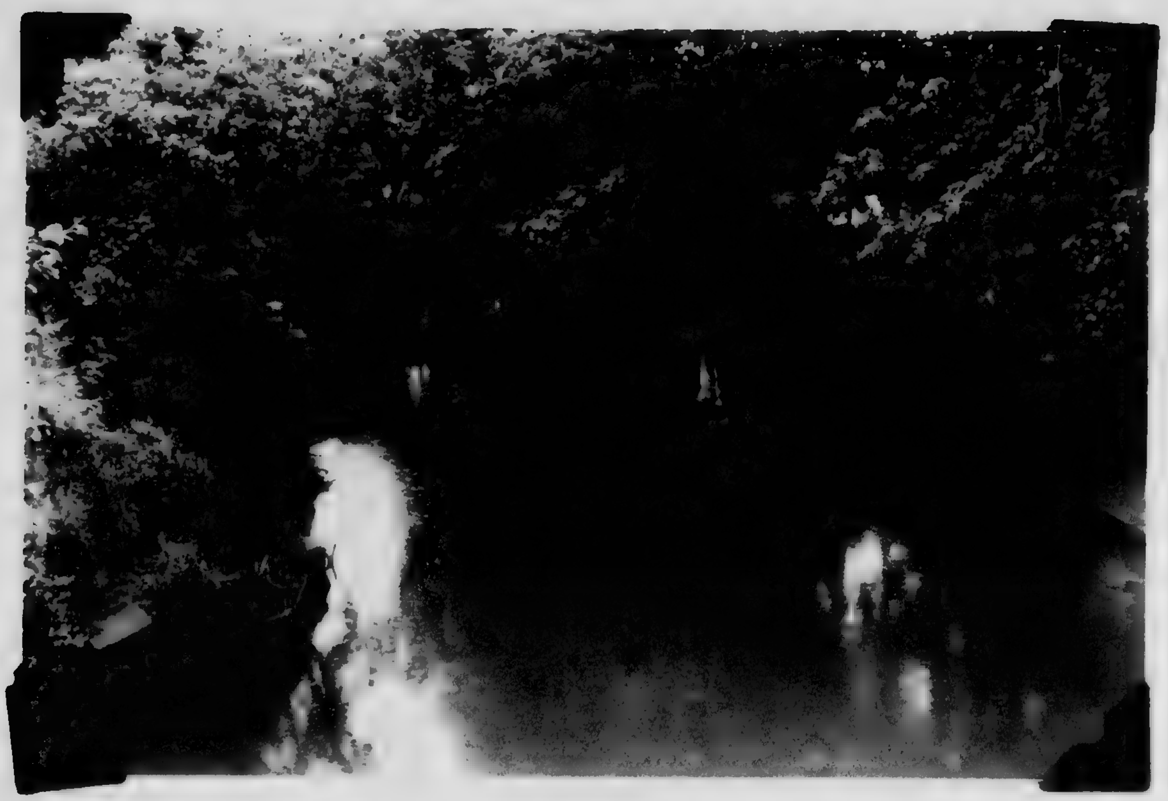
Fern Hill Road

Approaching bridge from north

Camera facing north

TUALATIN RIVER BRIDGE

Fern Hill Road



Tualatin River @ Fern Hill Road, Looking East

Tualatin River @ Fern Hill Road, Looking West

TUALATIN RIVER BRIDGE

Fern Hill Road

Tualatin River Bridge - West side

Date 6-19-8

Page ______ of ______

Section TUALATIN RIVER (FERN HILL RD) BRIDGE

Highway COUNTY RD.

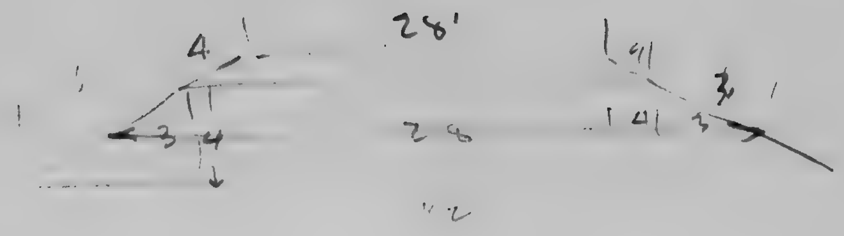
Prefix ______

Calculated by ELP

Replace Br - New Alignment -1000'

use 800' Full Depth - 28' Pvmt - 4" AC 13" A-B. (Port. 30 miles)

I T E M	Unit	Quantity	Unit Price	Total Price
Mobilization (8%)	All	All	Lump Sum	7,300
T.P. & D.T. (4%)	"	"	"	3,700
Clearing & Grubbing	"	"	"	1,000
Removal of Structures & Obstructions	"	"	"	500
General Excavation	C.Y.	5,000	6.00	30,000
Finishing Roadbed & Slopes	All	All	Lump Sum	1,000
Aggregate Base	Ton	2,000	12.00	24,000
Asphaltic Conc. ~~Mixture~~	Ton	556	46.00	25,576
~~Asph. Cement in Mix~~	"	—	—	—
~~Concrete Walks~~ - Driveways	Each ~~C.Y.~~	2	100	200
~~" Curbs - Type C~~	L.F.			
Drainage Ditches & culv.	All	All	Lump Sum	500
Adjust	—	—	—	—
Rip Rap -	C.Y	100	20	2,000
Guard Rail (Include Anchors & Ends)	All		Lump Sum	7,000
				91776
SUB-TOTAL				102,776
+ 50% ENGR & CONTG.				
ROADWAY TOTAL				154,000
Structure 28x200 precast (5600 SF)				361,000
R/W & Easement 2 Parcels - 1 Ac ± ±				5,000
~~Other~~ Remove Steel Pony Truss Br. 22x115 (2530□')				18,000
P.E ~~GRAND TOTAL~~				36,200
Proj. Total				574,200



Gen. Exc. (Emb. in Place) use av. 4' A for 400'

$$\frac{800 \times 42 \times 4}{27} = 5{,}000 \text{ C.Y.}$$

A.B. - $800 \times \frac{32}{27} \times 1.1 = 1043 \times 1.92 = 2{,}000$ Tons

A.C. $800 \times 28 \times 4 \times .00621 = 550$ Tons

TUALATIN RIVER BR
FERN [illegible] RD

Wash. Co. Proposal
(Bridge HBR)
28W × 200' (5600 sf) = $255,000 ($45/S.F.)
P.E 25,000
$280,000

Approaches FASC
Roadway Work $150,000
R/W 5,000
PE 20,000
$175,000

$455,000

ODOT
Br. 5600 — 361,000
Br. Removal 18,000
PE 18,200
397,200

154,000
5000
18,000
$177,000

$574,200

Field Survey ([illegible])
Field (4) 16 days @ 375 = $6,000
Office (2) 20 days @ 192 = 3,840
Super. (0.8×124) + (0.10×158) = 2,572
O' Head = 1,288
$13,700

9727

FEDERAL AID PROJECT REQUEST

Date May 29, 1981

Applicant Agency Washington County

Request for: Off-System ____, FAS-C X, FAUS ____ Project

Federal Aid Route No. A-677 **Route Name** Fern Hill Road

Project Name Tualatin River (Fern Hill Road) Bridge Approach Realignment

Project Length 1000' **Project Location (Attach sketch map)**

Project Description Realign approaches to Bridge #1335 (HBR Project) to provide safer horizontal alignment.

Average Daily Traffic 800 **Design Speed** 45 MPH

Complete Applicable Sections:

I. ROADWAY DATA

1. **Existing Roadway:** (Attach sketch)

Width 22' Travel Lanes 2 Shoulders 0'

Medians No Parking No

Sidewalks No

Remarks

2. **Desired Roadway Cross Section:** (Attach sketch)

Width 28' Travel Lanes 2 Shoulders 2'

Medians No Parking No

Curbed No Length Curb Radii

Sidewalk/Bikeway No

Remarks

II. RIGHT-OF-WAY DATA

1. **Existing Right-of-Way:**

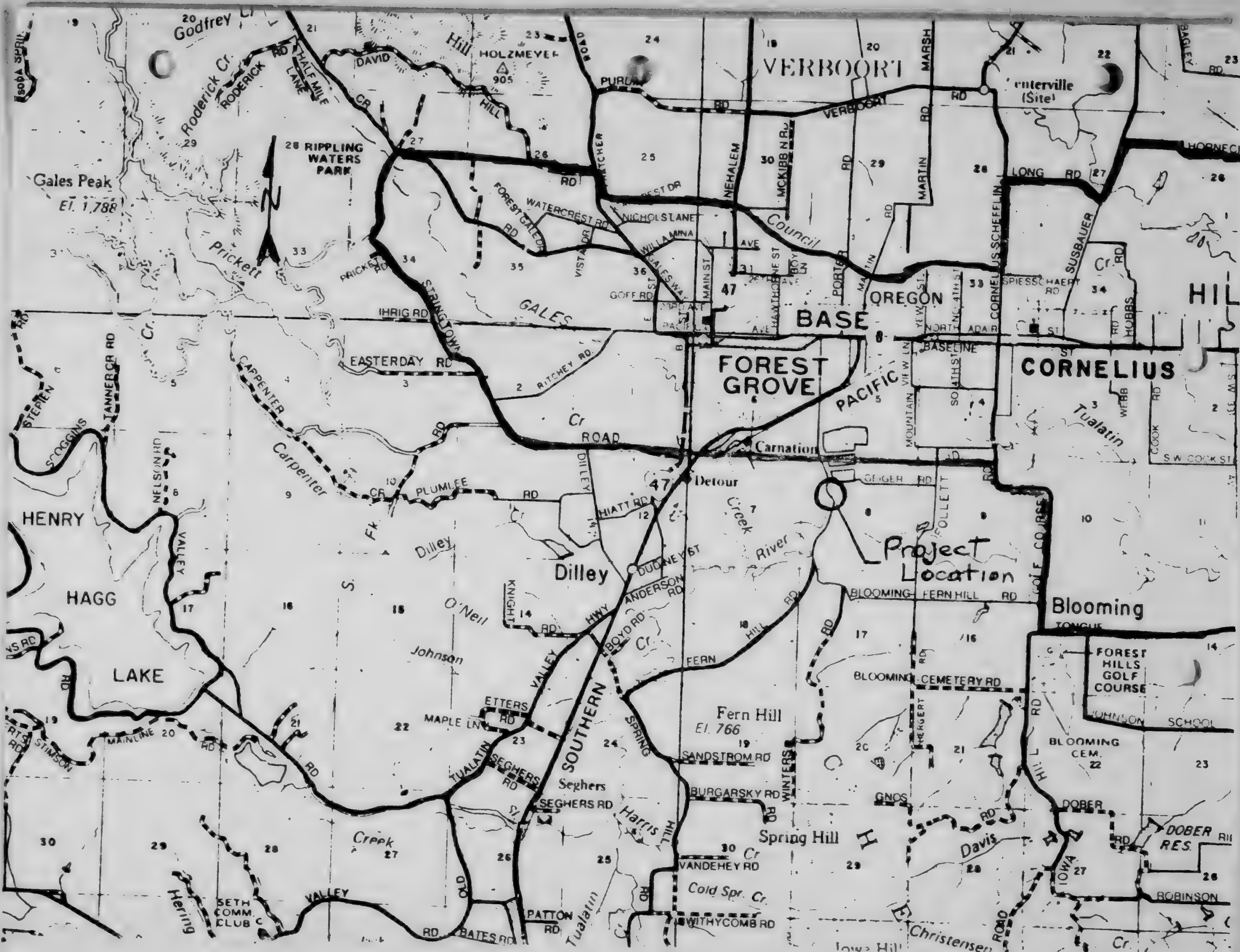
General Width 60' Minimum 60' Maximum 60'

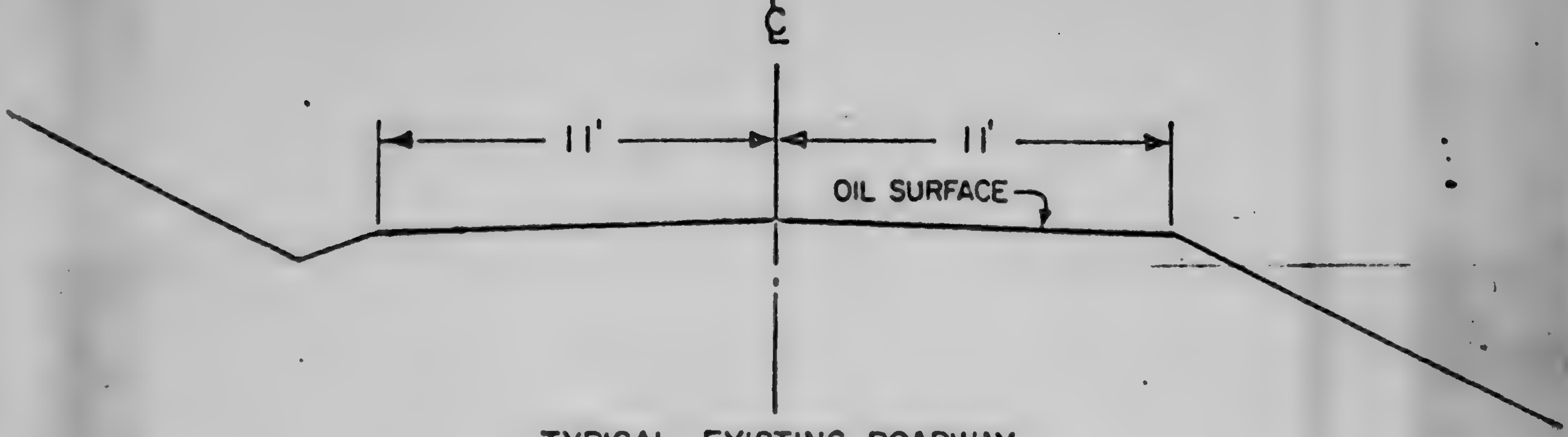
2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No X

3. Will additional right-of-way be needed? Yes X No ____
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes X No ____
Remarks

III. TRAFFIC CONTROL DATA

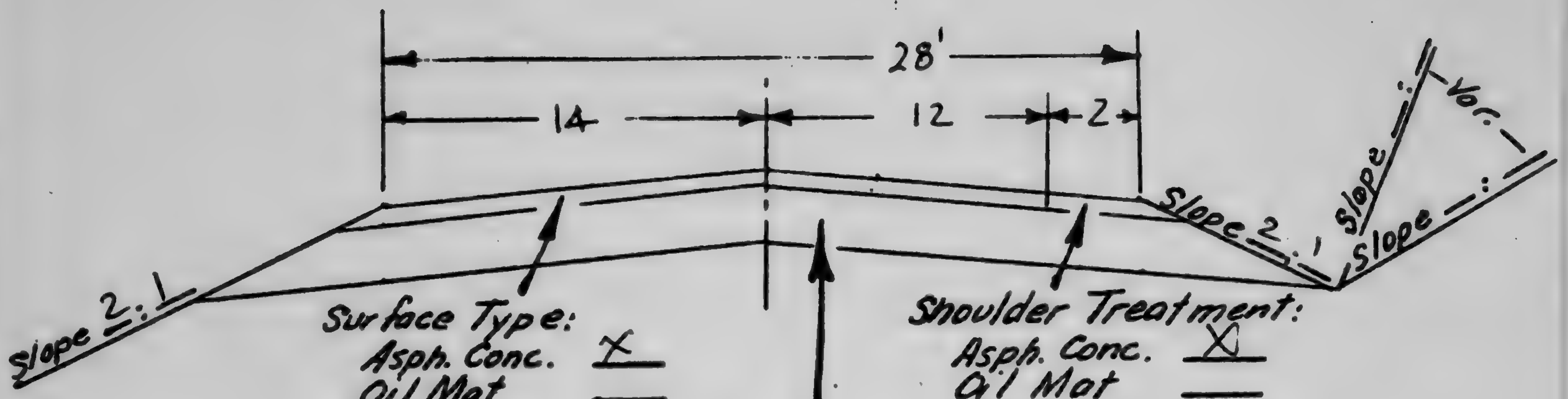
1. **Existing Signalization and Location:** N/A


Project Location
FOREST GROVE
CORNELIUS
BASE
OREGON
PACIFIC
VERBOORT
Centerville (Site)
Blooming
Dilley
Carnation
Detour
Fern Hill El. 766
Spring Hill
Seghers
Gales Peak El. 1,788
RIPPLING WATERS PARK
HENRY HAGG LAKE
FOREST HILLS GOLF COURSE
BLOOMING CEM.
DOBER RES.
HOLZMEYER 905
SOUTHERN
HWY 47
Council Cr
Gales Cr
Tualatin River
Carpenter Cr
Prickett Cr
Roderick Cr.
Godfrey Cr
Dilley Cr
O'Neil Cr
Johnson Cr
Harris Cr
Cold Spr. Cr.
Davis
Hering
Christensen
Iowa Hill
STRINGTOWN RD
EASTERDAY RD
RITCHEY RD
IHRIG RD
PLUMLEE RD
CARPENTER
SCOGGINS
TANNER CR RD
NELSON RD
STIMSON
MAINLINE 20 RD
BOYD RD
ANDERSON RD
DUDNEY ST
HIATT RD
KNIGHT RD
ETTERS RD
MAPLE LN
TUALATIN
SEGHERS RD
PATTON RD
BATES RD
SANDSTROM RD
BURGARSKY RD
VANDEHEY RD
WITHYCOMB RD
WINTERS
HERGERT
BLOOMING CEMETERY RD
BLOOMING FERN HILL RD
GEIGER RD
FOLLETT
GOLF COURSE
TONGUE
JOHNSON SCHOOL
DOBER
GNOS RD
IOWA
ROBINSON
CORNELIUS SCHEFFLIN
SUSBAUER
LONG RD
HORNECK
BAGLEY
SPIESSCHAERT
HOBBS
WEBB
COOK
S.W. COOK ST
BASELINE
NORTH ADAIR
MOUNTAIN VIEW LN
SOUTH 4TH ST
MARTIN
MARSH
NEHALEM
MCKIBBIN RD
PORTER
HAWTHORNE ST
MAIN ST
GOFF RD
PACIFIC AVE
WILLAMINA
NICHOLS LANE
WATERCREST RD
FOREST GALE DR
VISTA DR
PRICKETT RD
THATCHER
PURDIN
DAVID
HALF MILE LANE
RODERICK RD
SODA SPRING
HILL
ROAD
N


℄
11'
11'
OIL SURFACE

TYPICAL EXISTING ROADWAY

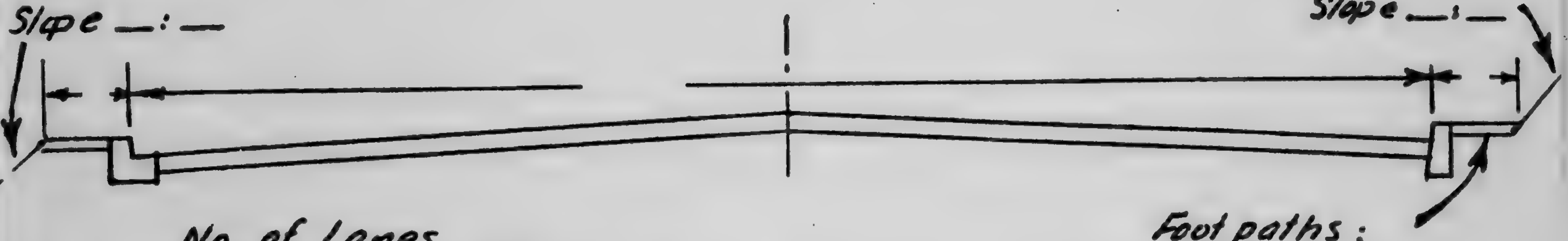
TYPICAL SECTION


28'
14
12
2
Slope 2:1
Slope 2:1
Slope _:_
Slope _:_
Var.

Surface Type:
Asph. Conc. X
Oil Mat ___
Other ___

Shoulder Treatment:
Asph. Conc. X
Oil Mat ___
Other ___

Type of Base:
Pit or Quarry Run ___
Crushed Stone X
Asph. Treated ___
Cement Treated ___


Slope _:_
Slope _:_

No. of Lanes ___
Lane Width ___
Shoulder Width ___ or Shy Dist. from Curb ___
Median Width ___
Total Width between Curbs ___

Foot paths:
Asph. Conc. ___
Gravel ___

Curbs
Type "C" ___
Curb & Gutter ___
Other ___

2. **Proposed Signalization:** N/A

Location
Type
Phases
Type of Suspension
Interconnected
Remarks

3. **Permanent Signing:**

Include in project or by applicant? Applicant

4. **Permanent Striping:**

Include in project or by applicant? Applicant

IV. ILLUMINATION DATA N/A

1. **Existing Illumination and Location:**

2. **Proposed Illumination:**

Location
Type
Remarks

V. STRUCTURE DATA

1. **Existing Structure:** Please See HBR Project Request

Location Fern Hill Road
Type Bridge approach realignment BR. No. #1335
Approach Roadway Width 22' Shoulder Width 0'
Length Width
To remain in place?

2. **Proposed Structure:**

Location
Approximate Size: Length Width

Are sidewalk/bikeways desired? No

Are any utilities to be attached to structure? No

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? No

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ____ No X

   Name of Railroad

   Existing Crossing Protection

2. Will existing railroad crossing be altered?

   Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — Larry Rice, Director of Public Works, Washington County
   Office
2. Environmental — SAME
   Office
3. Public Hearing — SAME
   Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant ____ State X Consultant ____

2. Project construction engineering to be performed by:

Applicant________ State X Consultant________

3. Will applicant perform any work prior to or after award of contract?
Yes________ No X
If "yes," describe briefly:

4. Applicant's estimate of cost for requested project:

	Washington Co. Estimate	Metro Branch Estimate
Roadway Work	$ 150,000	154,000
Right-of-way costs (if participating)	5,000	5,000
Traffic control	- - - -	
Illumination	- - - -	
Structures	- - - -	
Railroad	- - - -	
Other________	- - - -	
Preliminary engineering	20,000	18,500
PROJECT TOTAL	$ 175,000	177,500

EdM

Remarks________

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF ________ and/or Washington COUNTY

By________ By Larry Rice

By________ By Larry Rice, Director

By________

4727

FEDERAL AID PROJECT REQUEST

Date May 29, 1981

Applicant Agency Washington County

Request for: Off-System____, FAS-C____, FAUS____ Project HBR On-System X

Federal Aid Route No. A-677 **Route Name** Fern Hill Road

Project Name Tualatin River (Fern Hill Road) Bridge

Project Length 200 ft **Project Location (Attach sketch map)**

Project Description Construct new pre-cast concrete bridge in conjunction with a FASC project for a road realignment to replace an existing steel pony truss bridge on a sharp curve.

Average Daily Traffic 800 **Design Speed** 45 MPH

Complete Applicable Sections:

I. ROADWAY DATA

1. **Existing Roadway:** (Attach sketch)

Width 22' **Travel Lanes** 2 **Shoulders** 0'

Medians No **Parking** No

Sidewalks

Remarks

2. **Desired Roadway Cross Section:** (Attach sketch)

Width 28' **Travel Lanes** 2-12' **Shoulders** 2'

Medians No **Parking** No

Curbed No **Length Curb Radii**

Sidewalk/Bikeway No

Remarks

II. RIGHT-OF-WAY DATA

1. **Existing Right-of-Way:**

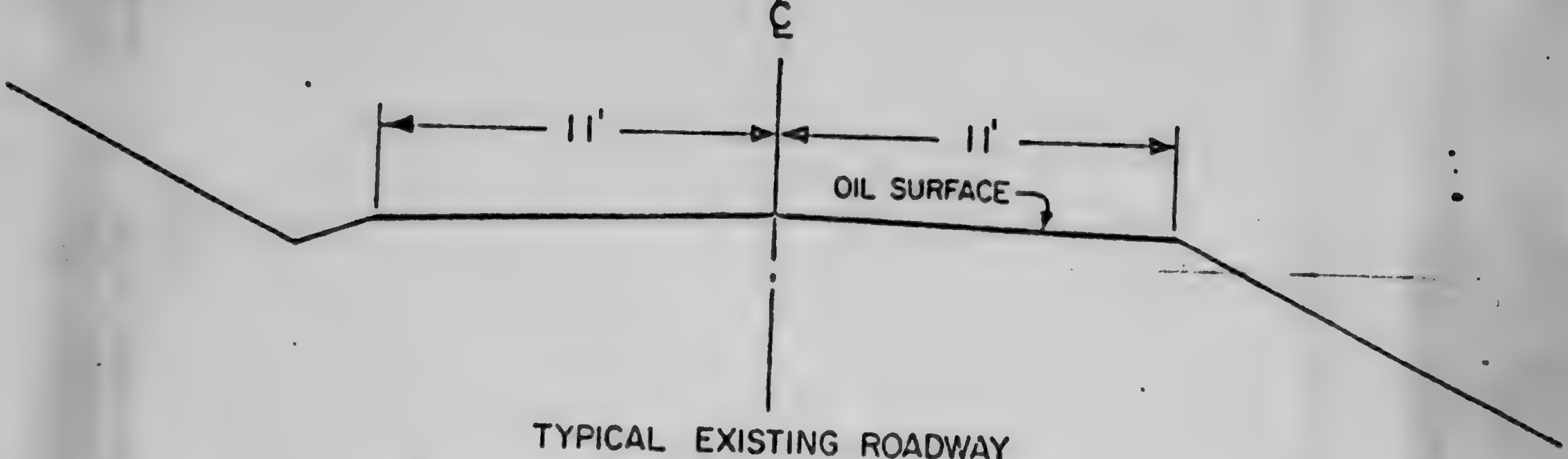
General Width 60' **Minimum** 60' **Maximum** 60'

2. **Has right-of-way been acquired for this project subsequent to January 2, 1971?**
Yes____ **No** X

3. **Will additional right-of-way be needed? Yes** X **No**____
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes X **No**____
Remarks C.R. 1205 153 Section 8. All right-of-way purchases will be done under the FASC project for the road approach realignment.

III. TRAFFIC CONTROL DATA N/A

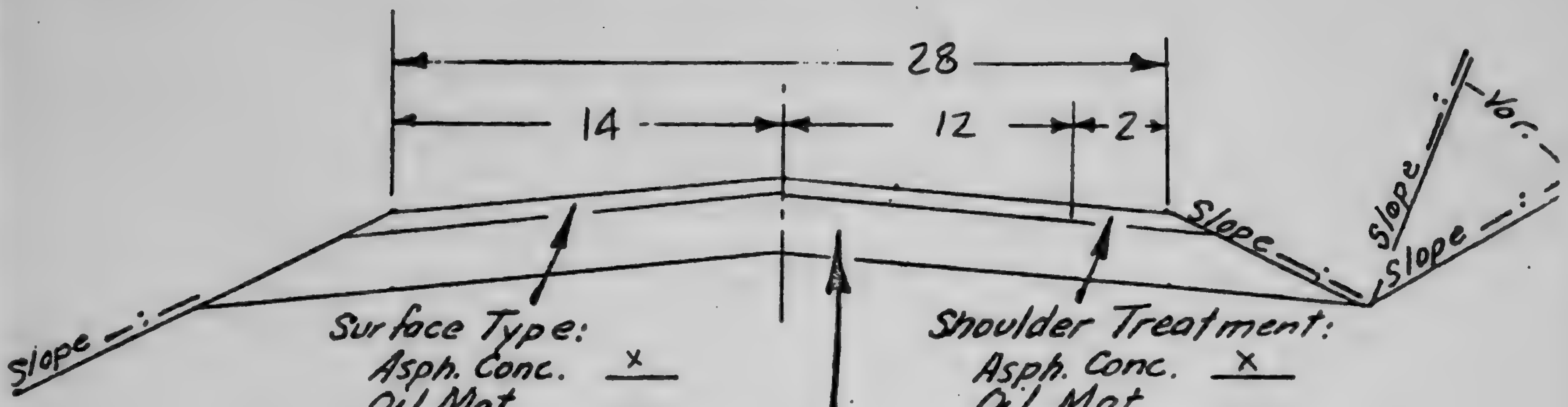
1. **Existing Signalization and Location:**


℄
11'
11'
OIL SURFACE

TYPICAL EXISTING ROADWAY

TYPICAL SECTION

ROADWAY

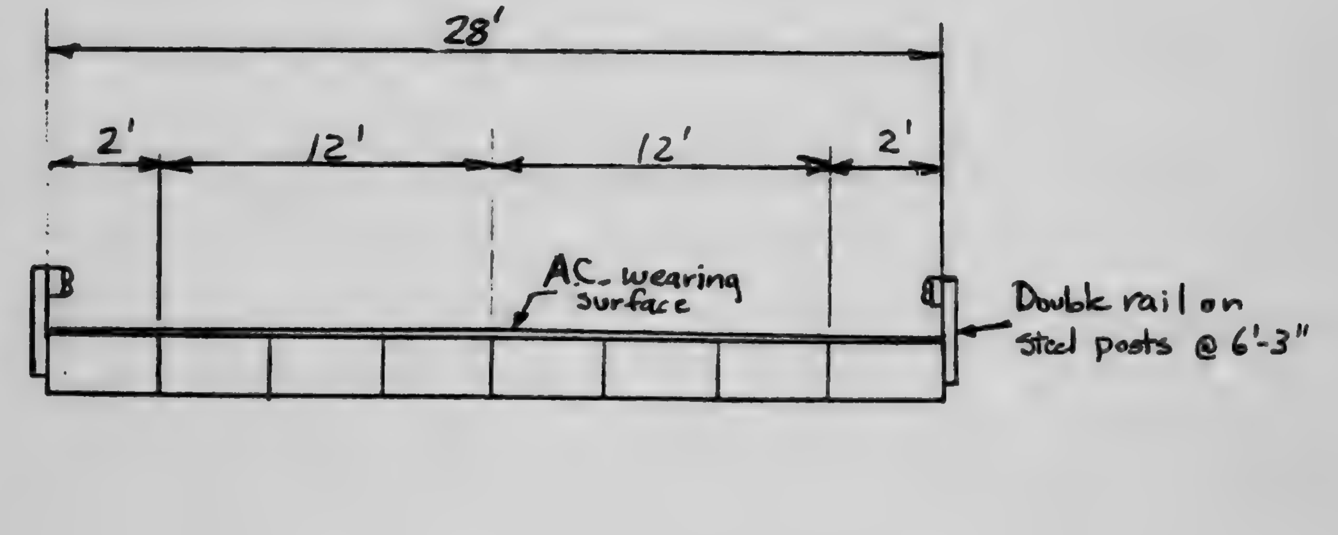

28
14
12
2
Slope
Slope
Slope
Slope
Var.

Surface Type:
Asph. Conc. x
Oil Mat
Other

Shoulder Treatment:
Asph. Conc. x
Oil Mat
Other

Type of Base:
Pit or Quarry Run
Crushed Stone x
Asph. Treated
Cement Treated

BRIDGE


28'
2'
12'
12'
2'
A.C. wearing surface
Double rail on steel posts @ 6'-3"

2. **Proposed Signalization:** N/A

Location

Type
Phases
Type of Suspension
Interconnected
Remarks

3. **Permanent Signing:**

Include in project or by applicant? By Applicant

4. **Permanent Striping:**

Include in project or by applicant? By Applicant

IV. ILLUMINATION DATA

1. **Existing Illumination and Location:** N/A

2. **Proposed Illumination:**

Location
Type

Remarks

V. STRUCTURE DATA

1. **Existing Structure:**

Location 1 1/2 Mile South of Highway 8
Type Timber tressle with steel pony truss main span BR. No. 1335
Approach Roadway Width 22' Shoulder Width 0'
Length 115' Width 20'
To remain in place? No

2. **Proposed Structure:**

Location Adjacent to existing bridge on new alignment

Approximate Size: Length 200' Width 28'

Are sidewalk/bikeways desired? No

Are any utilities to be attached to structure? No

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? No

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ____ No X

Name of Railroad

Existing Crossing Protection

2. Will existing railroad crossing be altered?

Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1.	Citizen Involvement	Larry Rice, Director of Public Works, Washington County Office
2.	Environmental	SAME Office
3.	Public Hearing	SAME Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant ____ State X Consultant ____

2. **Project construction engineering to be performed by:**

Applicant________ **State** X **Consultant**________

3. **Will applicant perform any work prior to or after award of contract?**

Yes________ No X

If "yes," describe briefly:________

4. Applicant's estimate of cost for requested project:

	Wash. Co. Estimate	Metro Branch Estimate
Roadway Work	$ FASC Project	
Right-of-way costs (if participating)	FASC Project	
Traffic control	- - -	
Illumination	- - -	
Structures	255,000	361,000
Railroad	- - -	
Other Removal of Existing Bridge	- - -	18,000
Preliminary engineering	25,000	18,500
PROJECT TOTAL	$ 280,000	397,500 edM.

Remarks________

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF ________ and/or Washington **COUNTY**

By________ By Larry Rice

By________ By Larry Rice

By Director of Public Works

1983 Chapman Slide Sec. of the 9728
Scappoose-Vernonia Rd.
(Grading & paving)

Oregon Department of Transportation
HIGHWAY DIVISION

HIGHWAY DIVISION INVOICE

9728

YOUR ORDER NUMBER	BILLING REQ. NUMBER	AGE[illegible]	CURRENT DOCUMENT NUMBER
		[illegible]	146535
		DATE	VENDOR NUMBER
	CA 6050	1/12/88	000061005200

Columbia County Treasurer
County Courthouse
St. Helens, OR 97051

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
434 TRANSPORTATION BUILDING
SALEM OR 97310-0780

T.C.	E.A. SUB JOB	SPECD	ORG. UNIT	OBJ DTL	ACT.	REVENUE SOURCE	AGY. SRC.	AMOUNT
617	C09728010	L01	1000			844010	10	$14,597.04

PROG	APP SYM	FUND CODE	FUND DETAIL	FUND SOURCE

FOLD

DESCRIPTION: Final Settlement on RS744(1), Chapman Slide Restoration Agreement #7890.

	TOTAL PRICE
Total Project Cost	$249,227.42
Less: Federal Funds	(206,734.71)
Less: State Share	(13,895.67)
Less: Advance Deposit	(14,000.00)

GL 1140

SPECIAL INSTRUCTIONS (FOR ACCOUNTING USE ONLY)

TOTAL AMOUNT DUE $14,597.04

734-1150 (11-85)

IF YOU HAVE QUESTIONS ABOUT THIS INVOICE PLEASE CONTACT: Mike Shultz (INVOICE PREPARER) PH. 378-6514

9728

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: November 30, 1987

COUNTY: Columbia AGREEMENT NO: 7890 PROJECT NO: RS-A744(1)

CONTRACT NO: 9728 SECTION: Chapman Slide Restoration

PRELIMINARY ENGINEERING PREFIX C505-1906:

	PARTICIPATING	NON PARTICIPATING
Project Manager	$ 933.60	$
Consultant's Fee (OBEC)	31,063.39	
Final Design	676.75	
Region Geology	395.22	
Audit Services	489.96	
Location Section	5.76	
Program Section	323.70	
Specifications	864.16	
Administrative Services	24.34	
Environmental Section	57.40	
Soils Engineer	214.63	
Total P.E. Cost	$ 35,048.91	$ -0-
CONSTRUCTION PREFIX C9728 & 505-1007:		
Payment to Contractor	$ 158,478.33	$
Payment to Columbia County	14,128.75	
Interest on Final Payment		102.07
Field Engineering		1,401.13
Consultant's Fee	25,891.06	10,808.94
Audit Services	979.00	
Program Section		184.76
Geotechnical Investigation		53.64
Material Testing		1,054.48
Technical Services		56.74
Construction Branch		934.42
Accounting		105.19
Total Construction Cost	$ 199,477.14	$ 14,701.37 1/

SUMMARY

Participating P.E. Cost	$ 35,048.91
Participating Const. Cost	199,477.14
Total Participating Cost	$ 234,526.05

FEDERAL FUNDS

P.E. (88.15%)	$ 30,895.61	
Const. (88.15%)	175,839.10	(206,734.71)
Subtotal		$ 27,791.34
Less State Share Participating Cost		(13,895.67)
Plus Non Participating County Cost		14,701.37
Less County's Advance Deposits AD #83-85		(14,000.00)
COUNTY'S BALANCE DUE		$ 14,597.04

1/
All construction engineering cost that exceeds the 15% Federal limitation are considered non-participating County cost.

MKS:bkw

```
PAGE   9728
  1

                    JOB COST SUMMARY RUN ON  11-25-87
               EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                       PAYROLL CHARGES ARE LOADED
                     CHARGES ARE CURRENT TO 11/20/87

                                            CREW   MSA         CURRENT      BALANCE TO
EA         SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD       MONTH          DATE
--         ------ -------- ---------- ------ -----      -------     ----------
C09728     000    100      504        0100   SF                         14.70
OBJ-DETAIL 504                                                          14.70

ACTIVITY    100                                                         14.70 SUBTOT

C09728     000    900      001        1093                             150.44
C09728     000    900      001        1094                              90.41
OBJ-DETAIL 001                                                         240.85

C09728     000    900      548        1094                               8.40
OBJ-DETAIL 548                                                           8.40

ACTIVITY    900                                                        249.25 SUBTOT

C09728     000    920      001        0600                             116.12
C09728     000    920      001        0631                              37.06
OBJ-DETAIL 001                                                         153.18

ACTIVITY    920                                                        153.18 SUBTOT

C09728     000    934      001        7100                              53.64
OBJ-DETAIL 001                                                          53.64

ACTIVITY    934                                                         53.64 SUBTOT

C09728     000    940      001        8214                             451.14
C09728     000    940      001        8221                              17.69
OBJ-DETAIL 001                                                         468.83

C09728     000    940      551        8026                              20.00
OBJ-DETAIL 551                                                          20.00

ACTIVITY    940                                                        488.83 SUBTOT

SUB-JOB     000 SUBTOTAL                                               959.60

C09728     001             349        0521                             102.07
OBJ-DETAIL 349                                                         102.07

ACTIVITY                                                               102.07 SUBTOT

SUB-JOB     001 SUBTOTAL                                               102.07

C09728     010    900      598        0521                 963.47   14,599.30

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
11-25-87
L-CREW-NUMBER
LOADED
11/20/87

          CURRENT        BALANCE TO
           MONTH            DATE
          -------       ----------
                             14,70
                             14,70

                             14,70 SUBTOTAL

                            150,44
                             90,41
                            240,85

                              8,40
                              8,40

                            249,25 SUBTOTAL

                            116,12
                             37,06
                            153,18

                            153,18 SUBTOTAL

                             53,64
                             53,64

                             53,64 SUBTOTAL

                            451,14
                             17,69
                            468,83

                             20,00
                             20,00

                            488,83 SUBTOTAL

                            959,60

                            102,07
                            102,07

                            102,07 SUBTOTAL

                            102,07

           963,47        14,599,30
```

```
                         JOB COST SUMMARY RUN ON  11-25-87
                     EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                             PAYROLL CHARGES ARE LOADED
                            CHARGES ARE CURRENT TO 11/20/87

                                                CREW   MSA        CURRENT       BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD       MONTH          DATE
--        ------ -------- ---------- ------ -----      -------      ---------
OBJ-DETAIL 598                                          963.47      14,599.30

ACTIVITY   900                                          963.47      14,599.30 SUBTOTA

SUB-JOB    010 SUBTOTAL                                 963.47      14,599.30

C09728   011                            1000                       209,667.88 ***
OBJ-DETAIL                                                         209,667.88

C09728   011              300           2100                          -559.36
OBJ-DETAIL 300                                                        -559.36

ACTIVITY                                                           209,108.52 SUBTOTA

C09728   011     900      598           0521                       -14,599.30
OBJ-DETAIL 598                                                     -14,599.30

ACTIVITY   900                                                     -14,599.30 SUBTOTA

C09728   011     901      001           0521                             8.32
OBJ-DETAIL 001                                                           8.32

ACTIVITY   901                                                           8.32 SUBTOTA

SUB-JOB    011 SUBTOTAL                                            194,517.54

EA         C09728 TOTAL                                 963.47     210,178.51


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
11-25-87
 CREW-NUMBER
OADED
1/20/87
          CURRENT       BALANCE TO
           MONTH           DATE
          -------      ----------
           963.47       14,599.30

           963.47       14,599.30 SUBTOTAL

           963.47       14,599.30

                       209,667.88 ***
                       209,667.88

                          -559.36
                          -559.36

                       209,108.52 SUBTOTAL

                       -14,599.30
                       -14,599.30

                       -14,599.30 SUBTOTAL

                             8.32
                             8.32

                             8.32 SUBTOTAL

                       194,517.54

           963.47      210,178.51
```

9722 9728, 505-1906, 505-1007

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

2-14-87

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

Appropriation:

The United States, Dr., TO ______

Address ______

STATE

FEDERAL AID PROJECT NO. RSA 744(1)

PROGRAM APPROVED

VOUCHER PERIOD From: 6-6-83 To: 2-14-87

FINANCIAL DATA

(075)	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
PE	35,048.91	35,048.91	.8815	30,895.61	30,895.61	0
Const	214,178.51	199,477.14	.8815	175,839.10	175,839.10	0
	249,227.42	234,526.05	.8815	206,734.71	206,734.71	0

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY ______ *State Highway Agency*

By ______ *Authorized Officer* ______ *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ ______

Adjustments $ ______

Amount Approved $ ______

SIGN ORIGINAL COPY ______ *Signature of Authorized FHWA Representative* *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Clapman Slide Restoration County Road in Columbia County					
	Preliminary Engineering					
	Type Code PE					
	W-ork by OBEC Consulting Engineers	All Required			31,063.39	
	State	All Required			3,495.56	
	Total Participating Preliminary Engineering				34,558.95	
	Construction					
	Type Code SFTY					
	Slide Correction (M.P.85) (MP12.3) (M.P.12.5)					
	Final Contract Payment Summary	Lump Sum			158,478.33	/
	Detour Maintenance (Columbia County)	AllRequired			14,128.75	/
	Total Participating Construction cost				172,607.08	
	Construction Engineering					
	Work by OBEC Consulting Engineering				25,891.06	/
	Total Participating Construction Engineering				25,891.06	
	Misc. Project Cost					
	Audit Expense (Const)	All Required			979.00	/out
	Audit Expense (PE)	All Required			489.96	/out
	Total Participating Misc Project Cost				1,468.96	
	Total Participating Project Cost				234,526.05	
	Non Participating Project Cost					
	Interest on Final Payments	All Required			102.07	/
	Work By OBEC Consulting Enginering	All Required			10,808.94	/
	Construction Engineering (State)	All Required			3,790.36	
	Total Non Participating Project Cost				14,701.37	
	Total Project Cost				249,227.42	
	AMOUNT CARRIED FORWARD					

```
               JOB COST SUMMARY RUN ON  11-27-87
          EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                PAYROLL CHARGES ARE LOADED
               CHARGES ARE CURRENT TO 11/20/87

                                   CREW      CURRENT      BALANCE TO
EA        ACTIVITY OBJ-DETAIL NUMBER     MONTH         DATE
--        -------- ---------- ------    -------      ----------
C5051906                       0100                    35,162.29 ***
ACTIVITY                                                          35,162.29 SUBTOTAL

C5051906 900        001        1093                      -150.44
ACTIVITY   900                                                      -150.44 SUBTOTAL

C5051906 901        334        1000 OBEL                  206.82
ACTIVITY   901                                                       206.82 SUBTOTAL

C5051906 920        001        0600                      -116.12
ACTIVITY   920                                                      -116.12 SUBTOTAL

C5051906 934        001        7100                       -53.64
ACTIVITY   934                                                       -53.64 SUBTOTAL

EA        C5051906 TOTAL                                          35,048.91


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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ORIGINAL SIGNED
BY MIKE SHULTZ

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                          JOB COST SUMMARY RUN ON  11-25-87
                      EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                             PAYROLL CHARGES ARE LOADED
                           CHARGES ARE CURRENT TO 11/20/87

                                                CREW    MSA          CURRENT        BALANCE TO
EA         SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH            DATE
--         ------ -------- ---------- ------ -----         -------        ----------
C5051906 011                          0100                                 35,162.29 ***
OBJ-DETAIL                                                                 35,162.29

ACTIVITY                                                                   35,162.29 SUBTOT

C5051906 011    900        001        1093                                   -150.44
OBJ-DETAIL 001                                                               -150.44

ACTIVITY    900                                                              -150.44 SUBTOT

C5051906 011    901        334        1000                                    206.82
OBJ-DETAIL 334                                                                206.82

ACTIVITY    901                                                               206.82 SUBTOT

C5051906 011    920        001        0600                                   -116.12
OBJ-DETAIL 001                                                               -116.12

ACTIVITY    920                                                              -116.12 SUBTOT

C5051906 011    934        001        7100                                    -53.64
OBJ-DETAIL 001                                                                -53.64

ACTIVITY    934                                                               -53.64 SUBTOT

SUB-JOB     011 SUBTOTAL                                                   35,048.91

EA          C5051906 TOTAL                                                 35,048.91


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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```
 11-25-87
L CREW-NUMBER
LOADED
11/20/87

        CURRENT        BALANCE TO
         MONTH            DATE
        -------        ----------
                        35,162.29 ***
                        35,162.29

                        35,162.29 SUBTOTAL

                          -150.44
                          -150.44

                          -150.44 SUBTOTAL

                           206.82
                           206.82

                           206.82 SUBTOTAL

                          -116.12
                          -116.12

                          -116.12 SUBTOTAL

                           -53.64
                           -53.64

                           -53.64 SUBTOTAL

                        35,048.91

                        35,048.91
```

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS | JUNE 1985 | PAGE 1097

DESCRIPTION		PREFIX	FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
CLATSKANIE R NEHALEM ST) BR	CONT NO	* FA PROJ NOS BRS A752001 100							STATE
		505	1901	295	00 N 9			4,106.36	
		505	1901	296	00 N 9			20,534.31CR	
		505	1901	298	00 N 9			16,427.45	
		505	1901	901	00 P 1			4[illegible].36	
		505	1901	904	00 P 1			13,600.00	
		505	1901	905	00 P 1			68.4[illegible]	
		505	1901	911	00 P 1			78.83	
		505	1901	920	00 P 1			261.36	
		505	1901	921	00 P 1			6[illegible].54	
		505	1901	922	00 P 1			[illegible].6[illegible]	
		505	1901	923	00 P 1			21[illegible].53	
		505	1901	924	00 P 1			1.34CR	
		505	1901	926	00 P 1			1[illegible].51CR	
		505	1901	975	00 P 1			[illegible].10	
				TOT	P1			20,534.31	
				** JOB TOTALS **		**	**	20,534.31 **	
CHAPMAN SLIDE CORRECTION	CONT NO	* FA PROJ NOS RS A744001 100							STATE
		~~505~~	~~1906~~	~~296~~	~~00 N 9~~			~~30,395.56CR~~	
		~~505~~	~~1906~~	~~298~~	~~00 N 9~~			~~30,395.56~~	
		505	1906	901	00 P 1			~~1,3[illegible]~~	- 933.60
		505	1906	904	00 P 1			~~30,25[illegible].57~~	31,063.39
		505	1906	905	00 P 1			5[illegible]6.75	
		505	1906	910	00 P 1			44[illegible].36	
		505	1906	915	00 P 1			4[illegible].52	} 436.32
		505	1906	915	01 P 1			[illegible].44	
		505	1906	918	00 P 1			[illegible].76	
		505	1906	920	00 P 1			~~4[illegible]~~.82	323.70
		505	1906	921	00 P 1			264.16	
		505	1906	922	00 P 1			[illegible]4.74	
		505	1906	923	00 P 1			[illegible].40	
		505	1906	975	00 P 1			214.63	
				TOT	P1			35,162.29	
				** JOB TOTALS **		**	**	35,162.29 **	
MILTON CR KAPPLER RD CULV	CONT NO	FA PROJ NOS BHS A745001 100							STATE
		505	1907	296	00 N 9		10,000.39CR	15,568.46CR	
		505	1907	298	00 N 9		10,000.39	15,568.46	
		505	1907	901	00 P 1	.12CR	[illegible]	[illegible]64.55	
		505	1907	904	00 P 1		9,750.00	16,050.00	
		505	1907	905	00 P 1	.13CR	35.[illegible]	15[illegible].60	
		505	1907	913	00 P 1	.13CR	[illegible].53	[illegible].5[illegible]	
		505	1907	918	00 P 1			[illegible].15	
		505	1907	920	00 P 1			[illegible].07	
		505	1907	921	00 P 1	3.46CR	1,6[illegible].06	1,944.1[illegible]	

```
              JOB COST SUMMARY RUN ON  11-27-87
           EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                  PAYROLL CHARGES ARE LOADED
                CHARGES ARE CURRENT TO 11/20/87

                                  CREW      CURRENT    BALANCE TO
EA       ACTIVITY OBJ-DETAIL NUMBER     MONTH         DATE
--       -------- ---------- ------     -------    ----------
C09728                       1000                  209,667.88 ***
C09728            300        2100                     -559.36
C09728            349        0521                      102.07
ACTIVITY                                                       209,210.59 SUBTOTAL

C09728   100      504        0100                       14.70
ACTIVITY   100                                                      14.70 SUBTOTAL

C09728   900      001        1093                      150.44
C09728   900      001        1094                       90.41
C09728   900      548        1094                        8.40
C09728   900      598        0521        963.47
ACTIVITY   900                                      963.47         249.25 SUBTOTAL

C09728   901      001        0521                        8.32
ACTIVITY   901                                                       8.32 SUBTOTAL

C09728   920      001        0600                      116.12
C09728   920      001        0631                       37.06
ACTIVITY   920                                                     153.18 SUBTOTAL

C09728   934      001        7100                       53.64
ACTIVITY   934                                                      53.64 SUBTOTAL

C09728   940      001        8214                      451.14
C09728   940      001        8221                       17.69
C09728   940      551        8026                       20.00
ACTIVITY   940                                                     488.83 SUBTOTAL

EA          C09728 TOTAL                            963.47     210,178.51

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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```
                                   ** JOB TOTALS **                          **                    **   [illegible]   **

BNF  [illegible]G-OLD PORT RD        CONT NO        FA PROJ NOS RRP A747001 100
                             505   1006    205      01 P 1                        1.694.26CP          1.694.[illegible]
                             505   1006    270      01 P 1                       32.305.19[illegible]  32.305.19
                             505   1006    270      02 P 1                                            [illegible]
                             505   1006    296      00 N 9                       28.971.76CP          32.216.[illegible]
                             505   1006    298      00 N 9                       28.971.76            32.216.[illegible]
                             505   1006    900      03 P 1
                             505   1006    920      00 P 1                                                13.08
                             505   1006    948      00 P 1                                            [illegible]
                                           TOT      P1                           32.190.93            35.[illegible]
                                   ** JOB TOTALS **                        **    32.190.93    **      35.796.[illegible]   **

CHAPMAN SLIDE SCAPPOOSE-VERNO CONT NO 9728   FA PROJ NOS RS  A744001 100
                             505   1007    201      00 P 1                      136.[illegible].69       159.[illegible]


ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                   JUNE 1985        PAGE  4[illegible]

                                                                           FISCAL           GRAND TOTAL
         DESCRIPTION            PREFIX  FUNCTION SUB F.  GP   CURRENT MONTH  YEAR TO DATE     TO DATE
                             505   1007    204      00 P 1                    2.834.65CR        4.[illegible]
                             505   1007    205      01 P 1        514.40
                             505   1007    270      01 P 1      3.340.70      7.450.90          14.128.75
                             505   1007    296      00 N 9      [illegible]   [illegible]       [illegible]
                             505   1007    298      00 N 9      196.05        137.[illegible]   [illegible]
                             505   1007    900      00 P 1         .29CR        771.09           1.12[illegible]
                             505   1007    904      00 P 1                   12.394.[illegible] [illegible]
                             505   1007    915      00 P 1        626.11        979.00          [illegible]
                             505   1007    920      00 P 1           .14CR       71.58           [illegible]
                             505   1007    940      00 P 1           .15CR      362.65           565[illegible]
                             505   1007    944      00 P 1           .33CR       52.[illegible]   5[illegible]
                             505   1007    945      00 P 1          4.02CR      888.88           934.[illegible]
                             505   1007    948      00 P 1           .20CR       45.50           10[illegible]
                                           TOT      P1          4.976.18    157.713.24         209.66[illegible]
                                   ** JOB TOTALS **             4.976.18 ** 157.713.24   **    209.66[illegible]  **

MILTON C[illegible] KAPPLER RD BR   CONT NO 9396   FA PROJ NOS BRS A745002 100
                             505   1009    201      00 P 1     10.683.30    100.269.30         100.269.[illegible]
                             505   1009    204      00 P 1        534.17CR    5.017.4[illegible]CR  5.01[illegible]
                             505   1009    296      00 N 9      5.577.73CR  114.002.62CR       114.00[illegible]
                             505   1009    297      00 N 9      5.577.79     25.290.93          25.29[illegible]
                             505   1009    298      00 N 9                   88.711.69          88.711.[illegible]
                             505   1009    900      00 P 1           .35        614.10             61[illegible]
                             505   1009    904      00 P 1                   22.602.40          22.6[illegible]
                             505   1009    920      00 P 1           .25CR       55.17             [illegible]
                             505   1009    940      00 P 1                    2.266.00           2.2[illegible]
                             505   1009    944      00 P 1                       1[illegible]      [illegible]
                             505   1009    945      00 P 1           .36CR       1[illegible].10   [illegible]
                             505   1009    948      00 P 1           .25CR       55.91             5[illegible]
                             505   1009    950      00 P 1        15[illegible]  15[illegible]     [illegible]
```

audit

jc

cc: OSHD (Rulien)

STATE COPY

9728

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

2-4-86

#9728

REGION NO. 10	REPORT NO. 1	COUNTY Columbia	DIVISION Oregon
DATE OF REPORT 2 - 4 - 86	REPORT MADE BY C.O. Fredrickson, Const. Engineer		PROJECT NO. RS-A744(1)
COMPLETION DATE (Actual) 8 - 9 - 84	ACCEPTANCE DATE BY CONRTACT AGENCY 7 - 16 - 85	TIME ELAPSED 100 %	CONTRACT TIME 250 C.D.

LOCATION

Chapman Slide Sec. of Scappoose-Vernonia Road, east of Vernonia

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

RECEIVED
STATE HWY ENGR
FEB 18 '86
– REFER TO
Fredrickson
FOR

Info	Invest	R/D	D/R	Sign	Act	File

1. Description of Improvement as Programed:

   A. Excavation of unsuitable material, filling of designated areas, installation of culverts.

   B. Construction of roadbed grading, aggregate base and asphalt concrete pavement.

   C. Performance of such additional and incidental work as is called for by the specifications and plans.

by 2/9

2. Contractor's Name: Elte, Inc.

3. Contract Amount: $158,478.33

NOTED
W. E. SCHWARTZ

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

Signature (SHD Official)

Title Construction Engineer

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Area Engineer Original Signed by T P LOWE		SIGNATURE Field Operations Engineer [illegible] Signed By G. K. HOSSNER Field Operations Engineer	
TITLE	DATE FEB 1 1986	TITLE	DATE FEB 14 1986

FORM FHWA 1446B
(Rev. 2-84)

PREVIOUS EDITIONS MAY BE USED.

9728

STATE COPY ✓

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 10-50	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER	10-8-85	County Columbia
MODIFICATION NUMBER 4		Project Number RS-A744(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 17, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 245,061.00	$ 251,052.00
Federal funds	$ 214,257.00	$ 221,201.00
Other revisions		

This modification is made for the following reasons:

To include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 8TH day of OCT, 19 85.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXBy For: L. W. Rulien, P.E.

State Highway Engineer
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

RECEIVED
OCT 1[illegible] 1985

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen. Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON SEPTEMBER 16, 1985

FEDERAL AID PROJECT NO. RS-A744(1)

Chapman Slide Section
Scappose - Vernonia Road
Columbia County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE PENG
Preliminary Engineering

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Preliminary Engineering	Lump Sum				$38,000.00

TYPE CODE SFTY
Slide Correction (M.P. 8.5)(M.P. 12.3)(M.P.12.5)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT	
Borrow Excavation	$ 3.50	400	$ 1,400.00	479.14	$ 1,676.99	
General Excavation	3.00	150	450.00	247.14	741.42	
Drilling Access Holes	15.00	100	1,500.00	172	2,580.00	
1"-0 Aggregate Base	6.00	1,175	7,050.00	1,313.72	7,882.32	
8" Preforated Drain Pipe	12.00	160	1,920.00	280	3,360.00	
Slide Correction (F.A. #1)					4,070.67	
			$12,320.00		$20,311.40	
					Increase	$ 7,991.40
Subtotal from Revised Project Agreement Estimate of January 16, 1985						179,441.50
					Subtotal	$187,432.90
					Engineering	25,619.10
					Total	$213,052.00

Length of Safety Work --------------- 0.0 mi.

SUMMARY OF FUNDS (88.15%)

Description	Total Cost	Federal Funds	State Funds	Other Funds
Preliminary Engineering	$ 38,000.00	$ 33,496.00	$ 2,252.00	$ 2,252.00
Slide Correction	213,052.00	187,805.00	12,623.50	12,623.50
TOTAL	$251,052.00	$221,201.00	$14,875.50	$14,875.50

Group 1: 100%
Contract No. 9728
Prefix: 505-1906
Prefix: C09728

RLC:me

91

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 1-222		State Oregon
PROJECT REPORT NUMBER		County Columbia
MODIFICATION NUMBER 3	1-18-85	Project Number RS-A744(1)

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 17, 1983, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 234,414	$ 243,061
Federal funds	$ 206,634	$ 214,257
Other revisions		

This modification is made for the following reasons:

To include increases in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 18th day of January, 1985.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXy For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JANUARY 16, 1985

FEDERAL AID PROJECT NO. RS-A744(1)

Chapman Slide Section
Scappose-Vernonia Road
Columbia County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE PENG

Preliminary Engineering	Lump Sum	All	--	$38,000.00

TYPE CODE SFTY
Slide Correction (M.P. 8.5) (M.P. 12.3) (M.P. 12.5)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Stone Embankment	$ 7.25	7,300	$52,925.00	7,724.69	$56,004.00
Class "B" or "C" Asphalt Concrete	50.00	225	11,250.00	286.79	14,339.~~4~~0 5
Loose Riprap, Class 50	35.00	60	2,100.00	130.8	4,578.00
SUBTOTAL			$66,275.00		$74,921.50

	Increase	$ 8,646.50
Subtotal from Revised Project Agreement Estimate of August 2, 1984		170,795.00
	Subtotal	$179,441.50
	Engineering	25,619.50
	Total	$205,061.00

Length of Safety Work -------------------- 0.0 mi.

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	Other Funds
Preliminary Engineering	$ 38,000.00	$ 33,496.00	$ 2,252.00	$ 2,252.00
Slide Correction	205,061.00	180,761.00	12,150.00	12,150.00
TOTAL	$243,061.00	$214,257.00	$14,402.00	$14,402.00

Group 1: 100%
Contract No. 9728
Prefix: 505-1906
Prefix: 505-1007

WH:me

9728

STATE COPY

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 8-83

PROJECT REPORT NUMBER

MODIFICATION NUMBER 2

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

8-7-84

Form Approved; O M B No. 04-R2089

State OREGON

County COLUMBIA

Project Number RS-A744(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 17, 1983, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 208,307	$ 234,414
Federal funds	$ 183,621	$ 206,634
Other revisions		

This modification is made for the following reasons: To include increased construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 7th day of August, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Gary A. Potter

Manager, Program Section
(Title)

~~By~~ FOR: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON AUGUST 2, 1984

FEDERAL AID PROJECT NO. RS-A744(1)

CHAPMAN SLIDE SECTION
SCAPPOOSE-VERNONIA ROAD
COLUMBIA COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE PENG

Preliminary Engineering	Lump Sum	All	--	$ 38,000.00

TYPE CODE SFTY
SLIDE CORRECTION (M.P. 8.5)(M.P. 12.3)(M.P. 12.5)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Embankment Foundation Excavation	$ 3.50	6,000	$ 21,000.00	6,300	$ 22,050.00
Slide Correction (F.A. #1)	--	--	--	Lump Sum	17,500.00
Detour Maintenance (S.F.O. #1)	--	--	--	Lump Sum	6,600.00
SUBTOTALS			$ 21,000.00		$ 46,150.00

Increase	$ 25,150.00
Subtotal from Revised Project Agreement Estimate of October 3, 1983	145,645.00
SUBTOTAL	$ 170,795.00
Engineering	25,619.
TOTAL	$ 196,414.00

Length of Safety Work ------------------------- 0.0 mi

SUMMARY OF FUNDS (88.15%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
Preliminary Engineering	$ 38,000.00	$ 33,496.00	$ 2,252.00	$ 2,252.00
Slide Correction	196,414.00	173,138.00	11,638.00	11,638.00
TOTAL	$234,414.00	$206,634.00	$13,890.00	$13,890.00

Group 1: 100%
Contract No. 9728
Prefix: 505-1906
Prefix: 505-1007

WH:pf

9728

STATE COPY

S

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 11-42

PROJECT REPORT NUMBER

MODIFICATION NUMBER 1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

State Oregon

County Columbia

Project Number RS-A744(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 17, 1983 is hereby modified as follows:

REGION 2 ENGINEER
RECEIVED
NOV 03 1983
RLE
RE RCE RME RTE ROE
ENV RFE

	Former amount	Revised amount
Estimated total cost of project	$ 38,000	$ 208,307
Federal funds	$ 33,496	$ 183,621
Other revisions		

This modification is made for the following reasons: Adding construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 1st day of November, 1983.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon October 3, 1983

Federal-Aid Project No. RS-A744(1)

Chapman Slide Section
Scappoose-Vernonia Road
Columbia County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PENG

Preliminary Engineering		All Required		$ 38,000.00

Type Code SFTY
Slide Correction (M.P. 8.5) (M.P. 12.3) (M.P. 12.5)

Mobilization		All Required		$ 6,000.00
Temporary Protection and Direction of Traffic		All Required		2,000.00
Temporary Signs	180	Sq. Ft.	10.00	1,800.00
Temporary Barricades Type II	6	Each	50.00	300.00
Temporary Barricades Type III	4	Each	150.00	600.00
Temporary Continuous Rail Traffic Barrier Reflectorized	200	Lin. Ft.	10.00	2,000.00
Flagmen	40	Hour	15.00	600.00
Clearing and Grubbing		All Required		6,550.00
Removal of Structures and Obstructions		All Required		1,920.00
Borrow Excavation	400	Cu. Yd.	3.50	1,400.00
General Excavation	150	Cu. Yd.	3.00	450.00
Embankment Foundation Excavation	6,000	Cu. Yd.	3.50	21,000.00
Stone Embankment	7,300	Cu. Yd.	7.25	52,925.00
Furnish Drilling Equipment		All Required		750.00
Drilling Access Holes	100	Lin. Ft.	15.00	1,500.00
Fill Concrete	50	Cu. Yd.	45.00	2,250.00
Trench Excavation	250	Cu. Yd.	8.00	2,000.00
Finishing Roadbed and Slopes		All Required		3,500.00
1"-0 Aggregate Base	1,175	Ton	6.00	7,050.00
Class "B" or Class "C" Asphalt Concrete	225	Ton	50.00	11,250.00
12-inch Culvert Pipe	80	Lin. Ft.	12.00	960.00
36-inch Culvert Pipe	300	Lin. Ft.	45.00	13,500.00
8-inch Perforated Drain Pipe	160	Lin. Ft.	12.00	1,920.00
Extra for Asphalt Ditch Lining	120	Sq. Yd.	11.00	1,320.00
Loose Riprap Class 50	60	Cu. Yd.	35.00	2,100.00
			Subtotal	$ 145,645.00
			Engineering	19,662.00
			Total	$ 165,307.00

Length of Safety Work 0.00 mi.

Work retained

Slide Correction	All Required	$ 5,000.00

Summary of Funds (88.15%)

Description	Total Cost	Federal Funds	State Funds	Other Funds
Preliminary Engineering	$ 38,000	$ 33,496	$ 2,252	$ 2,252
Slide Correction	165,307	145,717	9,795	9,795
Reserve	5,000	4,408	296	296
Total	$ 208,307	$ 183,621	$ 12,343	$ 12,343

Group 1	100%
Contract No.	9728
Prefix:	505-1906
Prefix:	505-1007

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 6-102	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 6-17-83	State Oregon County Columbia Project No. RS-A744(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., 9.5 mi. NW of Scappoose, E. 4 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	6-6-83	4.0
RIGHTS-OF-WAY		
CONSTRUCTION		

OTHER *(Specify)*

FUNDS PRO RATA 88.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 38,000.00	$ 33,496.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By ______

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator [illegible] 1983

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Oregon State Highway Division
Salem, Oregon June 14, 1983

Federal-Aid Project No. RS-A744(1)

Chapman Slide Restoration
County Road in Columbia County

PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$ 38,000.00
		$ 38,000.00

Length of Project	4.0 mi.

Federal Funds	$ 33,496.00
State Funds	2,252.00
County Funds	2,252.00
Total	$ 38,000.00

Group: 1-100%
Prefix: 505-1906

[illegible] N

August 15, 1985

CON 5
#9728

Wells-Reed-Wood-West Co.
413 Morgan Building
720 S.W. Washington St.
Portland, OR 97205

Contract No. 9728 awarded to Elte, Inc. for work on the Chapman Slide Section of the Scappoose-Vernonia Rd. in Columbia County was completed on May 15, 1985 and accepted by the State Highway Division on July 16, 1985.

Final payment in the amount of $3,449.64 will be released to the contractor after August 20, 1985. The total contract amount is $154,478.33 including $4,070.67 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Robert W. Gormsen
COMMISSION SERVICES

jbb

cc: Elte, Inc.
25701 S.E. Highway 224
Boring, OR 97009

cc: Great American Insurance Co.
Pacific N.W. Regional Office
P.O. Box 21109
Seattle, WA 98111

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
E. L. Hardt

9728

B101A (S206A) SD/plh/4-10-85 EC (B-8)

OREGON DEPARTMENT OF TRANSPORTATION

EXPENDITURE CLAIM

*Document No. EC-____________

① Month 0 8 Day 0 8 Year 85

DESCRIPTION: ②
Contract ~~9659~~ 9728
Est 6F
Retainage 4000.00
Contract Pay <559.36>
Int on final 102.07

*If this is a retainage payment for contract project use document prefix of C followed by contract number. (If the contract number = 4 digits preface with zero.)

VENDOR NO.: ③ 0000962629 SUF.: ④ -00

VENDOR NAME AND ADDRESS: ⑤
Elte Inc
25701 SE Hwy 224
Boring OR 97009

CHECK NO.: ⑥

DOC. SUF	AGY	T/C	EXPENDITURE ACCOUNT NO.	EA SUBJOB	ORG. UNIT NO.	OBJECT DETAIL	ACT. (OPTL)	REF. DOC. (ENC. ONLY)	MOD	INVOICE NO.	QUANTITY	AMOUNT
01	⑦	⑧	⑨	⑩	⑪	⑫	⑬	⑭	⑮	⑯	⑰	⑱
02	02	240	C09728		0521							4000.00
03	02	223	C09728		0521	349						102.07
04												
05												
06												
07												
08												

㉖ 5450

PREPARED BY: ⑲ J Peterson

AUTHORIZED BY: ⑳ V. E.

FORM NO.:

44

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION
CONTRACT PAYMENT SYSTEM - SUMMARY OF CONTRACT WORK AND COMPUTED RETAINAGE

08/13/85
PAGE 1

Batch # C214 8-13-85

UMBER: C09728 ESTIMATE NUMBER: 006 ELTE, INC.

ER	NUMBER	CONTRACT PAYMENT	LIQUIDATED DAMAGE	RETAINAGE	FORCE ACCOUNT AMOUNT	NETPAY
MOUNT TO DATE:		154,407.66	0.00	4,000.00	4,070.67	154,478.33
RIOR AMOUNT:		154,967.02	0.00	4,000.00	4,070.67	155,037.69
RESENT AMOUNT:		559.36-	0.00	0.00	0.00	559.36-

A- UMBER	SUB- NUMBER	CONTRACT PAYMENT	LIQUIDATED DAMAGE	RETAINAGE	FORCE ACCOUNT AMOUNT	NETPAY
09728	011	559.36-	0.00	0.00	0.00	559.36-
	TOTAL	559.36-	0.00	0.00	0.00	559.36-

Mike Smith

RS-A-744(1)

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION
TRACT PAYMENT SYSTEM - SUMMARY OF CONTRACT WORK AND COMPUTED RETAINAGE

08/13/85
PAGE 1

Batch # C214 8-13-85

C09728 ESTIMATE NUMBER: 006 ELTE, INC.

CONTRACT PAYMENT	LIQUIDATED DAMAGE	RETAINAGE	FORCE ACCOUNT AMOUNT	NETPAY
154,407.66	0.00	4,000.00	4,070.67	154,478.33
154,967.02	0.00	4,000.00	4,070.67	155,037.69
559.36-	0.00	0.00	0.00	559.36-

CONTRACT PAYMENT	LIQUIDATED DAMAGE	RETAINAGE	FORCE ACCOUNT AMOUNT	NETPAY
559.36-	0.00	0.00	0.00	559.36-
559.36-	0.00	0.00	0.00	559.36-

Smith

RS-A-744(1)

AYMENT VOUCHER

ON STATE HIGHWAY DIVISION

734-1020 (REV. 7-78)

COUNTY COLUMBIA	CONTRACT NO. C09728	ESTIMATE NO. 6	PREFIX NO'S.
HIGHWAY SCAPPOOSE-VERONIA RD	FEDERAL AID PROJECT NO. RS-A0744001		
SECTION CHAPMAN SLIDE			

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	RES
001	11 MOBILIZATION	LUMP SUM	6000.0000	100.000	6000.00	6000.00	
002	11 TEMPORARY PROTECTION & DIR OF TRAFFIC	LUMP SUM	2000.0000	100.000	2000.00	2000.00	
003	11 TEMPORARY SIGNS	SQ FT	10.0000	112.100	1121.00	1545.00	
004	11 TEMPORARY BARRICADES TYPE II	EACH	50.0000	4.000	200.00	200.00	
005	11 TEMPORARY BARRICADES TYPE III	EACH	150.0000	4.000	600.00	600.00	
006	11 TEMP CONT RAIL TRAFFIC BARRIER REFLECT	LIN FT	10.0000	191.000	1910.00	1899.00	
007	11 FLAGMEN	HOUR	15.0000	1.250	18.75	18.75	
008	11 CLEARING AND GRUBBING	LUMP SUM	6550.0000	100.000	6550.00	6550.00	
009	11 REMOVAL OF STRUCTURES AND OBSTRUCTIONS	LUMP SUM	1920.0000	100.000	1920.00	1920.00	
10	11 BORROW EXCAVATION	CU YD	3.5000	479.930	1679.76	1676.99	
011	11 GENERAL EXCAVATION	CU YD	3.0000	247.140	741.42	741.42	
012	11 EMBANKMENT FOUNDATION EXCAVATION	CU YD	3.5000	5,819.460	20368.11	20476.96	
013	11 STONE EMBANKMENT	CU YD	7.2500	7,724.690	56004.00	56004.00	
014	11 FURNISH DRILLING EQUIPMENT	LUMP SUM	750.0000	100.000	750.00	750.00	
015	11 DRILLING ACCESS HOLES	LIN FT	15.0000	172.000	2580.00	2580.00	
016	11 FILL CONCRETE	CU YD	45.0000	16.000	720.00	720.00	
017	11 TRENCH EXCAVATION	CU YD	8.0000	249.250	1994.00	1994.00	
018	11 FINISHING ROADBED AND SLOPES	LUMP SUM	3500.0000	100.000	3500.00	3500.00	
019	11 1"-0 AGGREGATE BASE	TON	6.0000	1,313.720	7882.32	7882.32	
020	11 CLASS B OR CLASS C ASPHALT CONCRET	TON	50.0000	286.790	14339.50	14339.50	
021	11 12" CULVERT PIPE	LIN FT	12.0000	140.000	1680.00	1680.00	
022	11 36" CULVERT PIPE	LIN FT	45.0000	281.000	12645.00	12622.50	
023	11 8" PERFORATED DRAIN PIPE	LIN FT	12.0000	280.000	3360.00	3360.00	
024	11 EXTRA FOR ASPHALT DITCH LINING	SQ YD	11.0000	120.800	1328.80	1328.58	
025	11 LOOSE RIPRAP CLASS 50	CU YD	35.0000	129.000	4515.00	4578.00	
	FORCE ACCOUNT ITEMS						
801	11 SLIDE CORRECTION				4070.67	4070.67	

DATE 08 13 85 PG. 01 C09728	TOTAL CONTRACT ITEMS		
PREVIOUS VOUCHER NO.	% RETAINED ON CONTRACT ITEMS		
CHECKED BY:	FORCE ACCOUNT		
ENGINEER OR AUDITOR	TOTAL PAYMENTS		

AYMENT VOUCHER

ATE HIGHWAY DIVISION

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COUNTY COLUMBIA	CONTRACT NO. C09728	ESTIMATE NO. 6	PREFIX NO'S.
HIGHWAY SCAPPOOSE-VERONIA RD	FEDERAL AID PROJECT NO. RS-A0744001		
SECTION CHAPMAN SLIDE			

ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	RESENT AMOUNT
LIZATION	LUMP SUM	6000.0000	100.000	6000.00	6000.00	
ORARY PROTECTION & DIR OF TRAFFIC	LUMP SUM	2000.0000	100.000	2000.00	2000.00	
ORARY SIGNS	SQ FT	10.0000	112.100	1121.00	1545.00	424.00-
ORARY BARRICADES TYPE II	EACH	50.0000	4.000	200.00	200.00	
ORARY BARRICADES TYPE III	EACH	150.0000	4.000	600.00	600.00	
CONT RAIL TRAFFIC BARRIER REFLECT	LIN FT	10.0000	191.000	1910.00	1899.00	11.00
MEN	HOUR	15.0000	1.250	18.75	18.75	
RING AND GRUBBING	LUMP SUM	6550.0000	100.000	6550.00	6550.00	
VAL OF STRUCTURES AND OBSTRUCTIONS	LUMP SUM	1920.0000	100.000	1920.00	1920.00	
OW EXCAVATION	CU YD	3.5000	479.930	1679.76	1676.99	2.77
AL EXCAVATION	CU YD	3.0000	247.140	741.42	741.42	
KMENT FOUNDATION EXCAVATION	CU YD	3.5000	5,819.460	20368.11	20476.96	108.85-
EMBANKMENT	CU YD	7.2500	7,724.690	56004.00	56004.00	
ISH DRILLING EQUIPMENT	LUMP SUM	750.0000	100.000	750.00	750.00	
LING ACCESS HOLES	LIN FT	15.0000	172.000	2580.00	2580.00	
CONCRETE	CU YD	45.0000	16.000	720.00	720.00	
H EXCAVATION	CU YD	8.0000	249.250	1994.00	1994.00	
SHING ROADBED AND SLOPES	LUMP SUM	3500.0000	100.000	3500.00	3500.00	
AGGREGATE BASE	TON	6.0000	1,313.720	7882.32	7882.32	
B OR CLASS C ASPHALT CONCRETE	TON	50.0000	286.790	14339.50	14339.50	
ULVERT PIPE	LIN FT	12.0000	140.000	1680.00	1680.00	
ULVERT PIPE	LIN FT	45.0000	281.000	12645.00	12622.50	22.50
RFORATED DRAIN PIPE	LIN FT	12.0000	280.000	3360.00	3360.00	
FOR ASPHALT DITCH LINING	SQ YD	11.0000	120.800	1328.80	1328.58	.22
RIPRAP CLASS 50	CU YD	35.0000	129.000	4515.00	4578.00	63.00-
CE ACCOUNT ITEMS						
CORRECTION						
				4070.67	4070.67	

5 PG. 01 C09728	TOTAL CONTRACT ITEMS			
	% RETAINED ON CONTRACT ITEMS			
	FORCE ACCOUNT			
	TOTAL PAYMENTS			

…YMENT VOUCHER

…ON STATE HIGHWAY DIVISION

L.

… 734-1020 (REV. 7-78)

COUNTY

HIGHWAY

SECTION

CONTRACT NO. C09728

ESTIMATE NO. 6

FEDERAL AID PROJECT NO.

PREFIX NO'S.

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PR
	Type Code "P" Construction Cost SFTY 158,478.33						

GROSS RETAINAGE	
TREASURER DEPOSIT	
* NET RETAINAGE	

DATE 08 13 85 PG. 02 C09728

PREVIOUS VOUCHER NO.

CHECKED BY:

ENGINEER OR AUDITOR Mike Smith

	AMOUNT TO DATE	PREVIOUS AMOUNT
TOTAL CONTRACT ITEMS	154407.66	154967.02
% RETAINED ON CONTRACT ITEMS		
FORCE ACCOUNT	4070.67	4070.67
TOTAL PAYMENTS	158,478.33	

YMENT VOUCHER

TE HIGHWAY DIVISION

COUNTY

HIGHWAY

SECTION

CONTRACT NO. C09728

ESTIMATE NO. 6

FEDERAL AID PROJECT NO.

PREFIX NO'S.

ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
Type Code "P" Construction Cost						
SFTY 158,478.33						

GROSS RETAINAGE	
TREASURER DEPOSIT	
* NET RETAINAGE	

PG. 02 C09728	TOTAL CONTRACT ITEMS	154407.66	154967.02	559.36-
	% RETAINED ON CONTRACT ITEMS			
	FORCE ACCOUNT	4070.67	4070.67	
	TOTAL PAYMENTS	158,478.33		

9728

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594 CON 5

TO: H. H. Patterson
Construction Office Manager

DATE: August 28, 1984

B. M. Walton by mk

FROM: B. M. Walton
Contract Payments Coordinator

SUBJECT: Request Contract Acceptance

Contract 9728, Work Completed August 9, 1984

Project Chapman Slide

Highway Scappoose-Vernonia Road

County Columbia

We request you return a signed copy of this letter recommending acceptance or list conditions that would prevent your acceptance of the contract work.

____

Recommended Acceptance Date ____________________________

Construction Office Manager

BMW:mk

cc: J. B. Boyd
Dave Canfield
Don Harwell
~~Max Klotz~~
Jack Sullivan
George Strawn
Hank Wakerlig
E. L. Hardt

CPC/FM1

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
AUG 29 1984
REFER TO ____________
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

81-125-1387

E H

OBEC #109-25

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Chapman Slide Section		WEEK ENDING: 8-11-84
		SECTION PREFIX: 505-1007
	HIGHWAY: FAS-A744 Scappoose-Vernonia Road	COUNTY: Columbia
NAME OF JOB:	KIND OF WORK: Grading and paving	
CONTRACTOR: Elte Construction Co.	CONTRACT NUMBER: 9728	FEDERAL AID PROJECT NUMBER: RS-A744 (1)
DATE OF CONTRACT: 10-10-83	DATE WORK STARTED: 10-17-83 / 6-18-84	ESTIMATED COMPLETION DATE: 8-15-84
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 3 SUPERVISION: 1	SPECIFIED WORK DAYS: SPECIFIED CALENDAR DAYS: 80 / 250	WORK DAYS USED: CALENDAR DAYS USED: 81
PROJECT AUTHORIZATION: $ 170,982.00	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 100% / 32.4%
EXCLUSIVE OF ENGINEERING: $ 145,645.00	ENGINEERING AUTHORIZATION: $ 36,000.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99.2%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 171,145.00	ENGINEERING COST TO DATE: $ 30,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 99.3%
ESTIMATED PERCENT: OVERRUN ~~UNDERRUN~~ 17.5 %	PERCENT OF AUTHORIZATION: 81.7 %	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100%	100%	100%	100%	100%			

	Excavation GRADING	Agg. Base SURFACING	MAINTENANCE MATERIALS	Embankment OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	6,650 CY	1,175 ton		7,300 CY	225 ton
TOTAL QUANTITIES CORRECTED TO DATE	6,650 CY	1,224 ton		7,420 CY	287 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	6,650 CY	1,224 ton		7,420 CY	287 ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: Int'l TD-7, concrete truck, lowboy, pickup.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 8-5	mostly cloudy	1		
MONDAY 6	mostly sunny	1		
TUESDAY 7	sunny	1		
WEDNESDAY 8	sunny	1		
THURSDAY 9	sunny	1		
FRIDAY 10	sunny	0		
SATURDAY 11	sunny	0		

RECEIVED
AUG 13 1984
CONSTRUCTION SECTION
CE E CAE ------ LS ------ TC ------
COE A OM ------ SA ------ CC ------
CA ------ FE ------
CAM ------ MA ------
CP ------ QCS ------
CEO ------ FILE ------

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 8-5	No activity.
MONDAY 6	Site 1: No activity. Site 2: No activity. Site 3: Pushed stray rocks up to toe of fill. Patched old pavement.
TUESDAY 7	No activity.
WEDNESDAY 8	No activity.
THURSDAY 9	Site 1: Grouted inlet channel to 36-inch CMP. Site 2: No activity. Site 3: No activity. PROJECT COMPLETE.
FRIDAY 10	No activity.
SATURDAY 12	No activity.

REMARKS

STATUS: PROJECT WORK COMPLETE.

READY FOR INSPECTION.

SIGNED Robert Wilson LOCATION Scappoose

for H. Doug Appel, OBEC Constr. Supervisor

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

9728

DATE: March 1, 1984

TO: Oregon Transportation Commission CON

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Chapman Slide Section
Scappoose-Vernonia Road, Columbia County
Contract No. 9728

This federal-aid grading and paving project was 18 percent complete as of January 31 with completion anticipated in July, 1984. It now appears that the final cost will exceed the project authorization by $40,300 or 23.6 percent.

It became necessary to shut down construction work last November due to unfavorable construction conditions caused by abnormally heavy rainfall. Traffic was then forced to detour over a private road which required maintenance through the winter. This work is being done by county forces and is expected to add approximately $23,910 to the cost of the project.

The balance of the expected overrun is due to construction engineering costs which are expected to exceed the original amount by 170 percent. By its very nature the project involved unstable ground and unknown subsurface conditions. Slide correction work is always very difficult to predict because of these unknowns. Engineering must react to unpredictable conditions and events, resulting in this instance in the noted overrun of engineering costs. These costs are covered by a consultant agreement between Columbia County and the consulting engineering firm.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $40,300 to a new total of $211,282.08. This matter will be on the consent calendar for the March 20 meeting.

HHP:mk sl

bc Fred D. Miller V. E. Skoog
R. W. Gormsen E. L. Hardt
C. O. Fredrickson George Bell

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318 FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: February 27, 1984

O. B. Jackmond

FROM: O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

O.K. - WES

SUBJECT: Request for Increase in Project Authorization
Chapman Slide Section
Scappoose-Vernonia Road, Columbia County
Contract No. 9728

This federal aid grading and paving project was 18 percent complete as of January 31, 1984, with completion anticipated in July, 1984. It now appears that the final cost will exceed the project authorization by $40,300.00 or 23.6 percent.

It became necessary to shut down construction work last November due to unfavorable construction conditions caused by abnormally heavy rainfall. Traffic was then forced to detour over a private road which required maintenance through the winter. This work is being done by county forces and is expected to add approximately $23,910 to the cost of the project.

The balance of the expected overrun is due to construction engineering costs which are expected to exceed the original amount by 170 percent. By its very nature the project involves unstable ground and unknown subsurface conditions. Slide correction work is always very difficult to predict because of these unknowns. Engineering must react to unpredictable conditions and events, resulting in this instance in the noted overrun of engineering costs. These costs are covered by a Consultant Agreement between Columbia County and the consulting engineering firm.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $40,300.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: E. L. Hardt
J. E. Bishop (OBEC)
Mike Smith
B. M. Walton
W. F. Cobine

9728

February 2, 1984

INT

The Honorable Mark O. Hatfield
United States Senator
114 Pioneer Courthouse
Portland, OR 97204

Included with this letter is a copy of a letter to Theresa Jo Bangs from W. A. Palmateer, the consulting engineer employed by Columbia County to design the slide correction of this project. The Highway Division informs me that the information contained in this letter is accurate. The Division is monitoring the project for compliance to state and federal specifications, as well as rules and regulations. The County is in charge of the actual work.

I am sure County officials and workers are as concerned about safety as the Highway Division and will make every effort to assure no accidents occur while the project is completed in a timely manner. If I can provide further information, I will be glad to do so.

Fred D. Miller
Director

Enc.

bc H. S. Coulter
E. L. Hardt

MS:ia fn

STATE OF OREGON **INTEROFFICE MEMO**

TO: H. S. COULTER
State Highway Engineer

DATE: January 27, 1984

FROM: M. B. SMITH
Metro Region Office Manager

SUBJECT: TERESA JO BANGS LETTER TO SENATOR HATFIELD
RE: CHAPMAN SLIDE PROJECT

Attached is response by OBEC consulting engineers to Ms. Bangs' letter. OBEC is the consultant engineer employed by Columbia County to design the slide correction and administer the construction project. We are monitoring the project for compliance to state and federal specifications, rules and regulations. Therefore, OBEC appears to be the appropriate respondent to Ms. Bangs' complaint.

I agree. JSC, —

Palmateer's letter is accurate. —

MBS/cp
Attachment

RECEIVED
STATE HWY ENGR
JAN 30 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

81-125-1387

OBEC CONSULTING ENGINEERS

January 20, 1984

Mrs. Theresa Jo Bangs
26815 Vernonia Highway
Scappoose, Oregon 97056

Dear Mrs. Bangs:

Your letter of concern regarding the slide and road closure of the Pittsburg-Scappoose secondary is acknowledged and appreciated.

In response to the conditions of the Crown Zellerbach haul road, an agreement has recently been concluded (December 22, 1983) between the County and Crown Zellerbach whereby in addition to granting access for the public over this four mile stretch, the County shall grade the road at least once every two weeks and maintain all detour signing.

As a supplement to that agreement, the State and County then entered into an agreement on December 27, 1983 whereby the County will fully maintain the road during the entire life of the project. This agreement covers all labor, equipment and materials necessary to maintain the road and is estimated to cost about $24,000.

From a practical viewpoint, this is all that can be done until weather permits restarting the contract for the slide reconstruction.

In addressing your final concerns about delays, the County's financial condition did not permit this work to be done without Federal assistance monies. Normal Federal Highway regulations and project design requirements, public hearings as required by law, etc. produce a time table of 18 months between application for funding and actual bidding of the project.

In this case funds were applied for in November 1982 and emergency action requested. Approval of the project was granted on June 15, 1983 and design work and foundation drilling begun. Normal review time for completed plans to final bid date is 14 weeks, yet this process was shortened to an absolute minimum of only 11 weeks from Federal Highway Department project approval to the bid -- and that time included the complete design process and foundation evaluation of the entire slide area. Very few projects have been brought to bid in such a short time frame.

orig letter mailed
(Sen mike Smith) to
Theresa Bangs
2-2-84

244 COUNTRY CLUB ROAD • EUGENE, OR 97401 • (503) 683-6090

Summarizing:

Project requested	November 1982
The design was started	June 15, 1983
Project advertised	September 1, 1983
Project bid	September 22, 1983
Project awarded	October 10, 1983
Work began	October 17, 1983
Job shutdown	November 16, 1983

We are indeed sorry for the inconvenience caused the citizens of the County, but much of the normal review requirements were waived and the process accelerated in hopes of completing the slide section before the early rains. We unfortunately did not succeed due to one of the wettest autumns on record. We have, however, made provisions for maintenance that should alleviate most of your concerns regarding the upkeep of the road during this interim period. Be assured we are cognizant of your problems and do attempt to address these legitimate concerns.

Very truly yours,

WA Palmateer

W. A. Palmateer

WAP:ps

OBEC **CONSULTING ENGINEERS**

January 20, 1984

OM MRE OE PPM CE
TOS RECEIVED ME
US JAN 23 1984 PDM
CSA Metro Region TAM
SO PA EM BUD LM

Mr. M. B. Smith
Construction Liaison Consultant
Oregon State Highway Division
9002 S.E. McLoughlin Boulevard
Milwaukie, Oregon 97222

Dear Mike:

Commissioner Bob King has already asked me to reply to Mrs. Bangs' letter. This would be my response, with copies to the County.

Scott Coulter may utilize this letter or draft his own -- the facts contained are as we know them. The only way this job could have been completed earlier would have been to reduce the time between application and approval of the survey authorization by the Feds. We tried for early approval from mid-March until June 15th when go-ahead was received from Jon Rose.

Very truly yours,

Wally Palmateer

W. A. Palmateer

WAP:ps
Enclosure

244 COUNTRY CLUB ROAD • EUGENE, OR 97401 • (503) 683-6090

Theresa Bangs
26815 Vernonia Hwy
Scappoose, Oregon
97056

Senator Mark Hatfield
475 Cottage NE
Salem, Oregon

SCAPPOOSE
PM
1983
97056

Dear Senator Hatfield,

Please find enclosed a letter that I recently wrote regarding road work in Columbia County. I thought you might find it interesting in that county, state, and federal monies are involve
If we must build the MX, isn't there something we can do on the home front? Thank you.

Sincerely,

Theresa Jo Bangs
26815 Vernonia Hw
Scappoose, Oregon
97056

Dear Sirs,

I am writing this letter in regard to the status of the slide area: 9 miles up the Vernonia Hwy. As a homeowner and taxpayer of Columbia County, I am furious over the casual attitude this road has received. This roadway is of interest, not only to property owners in the area, but also Scappoose, Pittsburg, and Vernonia, not to mention Crown Zellerbach and Longview Fibre.

I have talked to many people in the area, both in Scappoose and St. Helens, and the general feeling is one of frustration. Business owners have lost business from the Vernonia area because of this road outage. Schoolbus drivers never know what to expect from run to run, be it a flat tire or a log truck dodging potholes on the logging road detour or mud dumped in the middle of the highway above the slide.

My home is located 10 miles up the Vernonia Hwy. about 1½ miles past the slide area. I have used the detour i.e. the CZ logging road going on one year. This road is passable in dry weather. I use the detour at least once a day to put my daughter on the schoolbus at Chapman Road. I am concerned with a number of blowouts and flat tires. I have seen cars slide off the side of the road over cliffs. I have seen log trucks throw rocks the size of golf balls.

In the past week, my concern has grown over the rapid deterioration of this logging road. There are at least three areas on the cliff side of the road that are washing out rapidly. The mud banks on the other side of the road cannot withstand the heavy rains we are getting either. The trees on these banks lean a little more each day indicating increasing instability. It is getting to the point where two lane traffic is impossible where the shoulders are sloughing off; in some areas there are no shoulders at all. The potholes in these areas are axle breakers and I feel it is only a matter of time that the logging road will also slide

Approximately one mile above our home, on the highway, is an ess curve which is also eroding rapidly! Mud from the slide area is dumped on the highway to reinforce the shoulders. There is no effort to remove the mud from the roadway. Men and dump trucks working on and blocking the highway give the public no warning, via signs, that they are there.

If this continues, it will only be a matter of time before a serious accident occurs. I am afraid for our childrens' safety. Gravel was spread on the logging road when a pickup went over the cliff The schoolbus nearly hit a dump truck on the upper highway because no one knew they were working there. Will it take a serious accident to get the road fixed? Money doesn't seem to have helped anything. Will it take Extension upon extension to get this work done? Now the road dept. tells me work has been cancelled for 60-90 days due to weather.

If the logging road slides will the road money pay for gas and mileage it will take to go to Vernonia, over to Sunset Hwy, to Portland, to Scappoose, to Warren to get my children and the seven other children in the area to school? If the highway above our house goes will the money pay to airlift our children to get medical ution if the need arises?

We pay taxes for transportation and schools. We are literally throwing our tax money into that hole. It is my understanding that we are paying to keep CZ's logging road passable (?) and I think that money that has been spent on the detour would have gone a long way to filling up that hole.

I don't care whether the footdragging has been on the county, state, or federal level. This is our tax money which we pay to see results. At this point, I am sure as much money was spent to figure out how to proceed as will be spent on the actual road repair.

Logging and recreation are the life's blood in this area. This will be severely curtailed if there are no roadways. If something is not done soon this will be a no man's land. At this point, I am an outraged taxpayer.

Theresa Jo Bangs
26815 Vernonia Hwy
Scappoose, Oregon
97056

9728

STATE OF OREGON
HIGHWAY ACCOUNTING
External Audit - 378-2878

INTEROFFICE MEMO

FILE: AGR (X ACC 5-4)

TO: Gary A. Potter, Manager
Program Section

DATE: November 30, 1983

FROM: V. E. Skoog Vern
Controller

SUBJECT: Pre-award Evaluation
OBEC/Columbia County
Chapman Slide Section
RS-A744(1)/505-1906

Your memo dated November 2, 1983 requested that we perform a pre-award evaluation, as required by federal and state procurement procedures, on the supplemental preliminary engineering proposal submitted by OBEC to Columbia County.

It should be noted that Mr. Wally Palmateer has submitted additional documentation that substantiates an increase of approximately $1,350.00, due to a change in scope from the original agreement. However, contingencies are not eligible for FHWA participation in accordance with OMB Circular A-87. Accordingly, the last sentence in the supplemental agreement should be changed to read: "The total engineering costs billed by Consultant shall not exceed $31,350.00 without a supplemental agreement, an increase of $1,350.00 over the original estimate of $30,000.00". ✓

We recommend approval of this supplemental agreement contingent upon the incorporation of the above change.

KJ:cl

Distributed
12-9-83 mcH

PROGRAM SECTION 5
MANAGER ____ PROJECT UNIT ____
DEC 1983
MAN. ASSIST. ____ PROGRAM UNIT ____
REFER TO Mavis ____
FOR ____

81-125-1387

OBEC CONSULTING ENGINEERS

TO: Department of Transportation
432 Transportation Building
Salem, Oregon 97310

DATE: November 9, 1983

ATTENTION: Kenneth L. Johnson
Staff Auditor

RE: Chapman Slide Bridge
OBEC Job No. 109-25
FAP No. RS-A744(1)

We are sending you:

Herewith:
By Mail____x_______
By Messenger_______

Under Separate Cover:
By Mail__________
By Messenger_____

Description: A copy of Invoice received from Philip Dewey, Columbia County Surveyor as requested in your telephone call this date.

Remarks:

Very truly yours,

OBEC Consulting Engineers

By Suzanne Botko

SEB:hs
enclosure

NOTED
F.R. GRIFFIN

BOUNDARY SURVEYS
LOT SURVEYS

MAPS

MORTGAGE CERTIFICATES
LEGAL DESCRIPTIONS

PHILIP DEWEY
COLUMBIA COUNTY SURVEYOR
REGISTERED PROFESSIONAL LAND SURVEYOR
FEDERAL ID NO. 93-080-3137

PHONE: 397-2316 OFFICE
397-0441 RES.

COLUMBIA COUNTY COURTHOUSE
ST. HELENS, ORE. 97051

8-22- 1983

Columbia County Road Department
P.O. Box 366
St. Helens, Oregon 97051

Locate and describe easements on Chapman slides	1,342.30

Thank you

109-25

1½% PER MONTH WILL BE
CHARGED ON UNPAID BALANCE

Paid
10/7/83
#5875

9728

Highway Division PRO

V.E. Skoog, Controller
Highway Accounting

November 2, 1983

Gary A. Potter, Manager
Program Section

MISC. CONTRACTS and
AGREEMENTS No. 10,305

Project No. RS-A744(1)
Supplemental Consultant Agreement
Chapman Slide Section
Columbia County & OBEC

Attached for your consideration is one copy of a proposed supplemental consultant agreement and explanatory correspondence between OBEC and Columbia County.

Please conduct the required pre-award audit evaluation and return one copy of the agreement to this office with your recommendation.

MCH:bkb
Attachments

cc: Jon Rose, Metro

9728

Pls return 1 fully executed copy.

OBEC CONSULTING ENGINEERS

October 10, 1983

Columbia County Board of Commissioners
Columbia County Courthouse
St. Helens, Oregon 97051

Re: Chapman Slide Section
Consultants Agreement
OBEC Project No. 109-25

Gentlemen:

Enclosed is a supplemental agreement to the subject consultants agreement to raise the limits of preliminary engineering $2,000 (6.7%) to a maximum of $32,000.

Our original estimate of 477 manhours was reduced to 427 manhours, but the urgency of the project and lack of time until we received the survey authorization by telephone on June 15 precluded using lesser paid design personnel.

In addition we had the unexpected costs of $1,343 for right-of-way and legal descriptions because the project limits infringed upon private ownership.

Our estimation is that the project will exceed the original authorization of $30,000 by $800, but we are asking for the additional amounts to cover unknown charges and contingencies.

Your share of the overrun will amount to $50 minimum to $120 maximum if the entire increase is utilized.

Very truly yours,

WaP

W. A. Palmateer
Executive Vice President, Marketing

WAP:ps
Enclosures

Jon Rose

244 COUNTRY CLUB ROAD • EUGENE, OR 97401 • (503) 683-6090

9728

September 27, 1983

Columbia County Board of Commissioners
County Courthouse
St. Helens, OR 97051

Attn: Mr. Sam Hollinger - Roadmaster
1275 Deer Island Road
St. Helens, OR 97051

Gentlemen:

On September 22, 1983, the Highway Division received a satisfactory bid from Elte Inc., 25701 SE Highway 224, Boring, OR 97009. for the Chapman Slide Section on the Scappoose-Vernonia Rd., FAS A744. This is an FAS-C project #RS-A744(1). Based upon the contractor's bid the county's advance deposit will be:

Contractor's bid	$145,645.00
Slide Correction	5,000.00
Contingencies (4-1/2%)	6,799.03
Engineering - Consultant	36,700.00
Engineering - State	1,450.00
Total Construction Cost	$195,574.03
Estimated P.E.	38,000.00
Total Project Cost	$233,574.03

Rec'd 10-10-83
Contract awarded
Inform Jon Rose

County's share of costs is 6% of $233,574.03 = $14,014.44

By rounding, the county's advance share will be $14,000.00

We will award the contract as soon as we receive the county's advance deposit, which should be in this office by Oct. 14, 1983.

Would you please submit your advance deposit by using one of the three methods on the attached sheet.

Very truly yours,

Gary A. Potter, Manager
Program Section

HR:md
Attachment

bcc: w/AD #83-85: Jon Rose
V. E. Skoog - Please return completed AD #83-85 when the advance deposit is received.

9728

OREGON STATE HIGHWAY DIVISION

TO: Jon Rose 505-1906
Federal Aid Specilist

SUBJECT: Consultant Billing (OBEC)
Chapman Slide Restoration

FROM: E. J. Dunn
Proj. Mgr.

DATE: ~~9/22/83~~ 9-[illegible]

Attached find invoice #6698 in the amount of $8,910.88 which is substantiated by enclosed documents.

I have approved this billing however there is a question in my mind concerning the amount of $1,342.30 billed by Philip Dewey (Columbia Co. Surveyor). The State - County agreement specifies that County is responsible for R/W aquisition however may request State to perform this function. The County - Consultand agreement also specifies that County will prepare Right of Way descriptions.

Perhaps a supplemental County - Consultant agreement is in order.

Leo A. Goldsby
Leo A. Goldsby
Asst. Proj. Mgr.

CC: Duval

9-26-83
Buz Swan

Please note Leo Goldsby's comments (above). I see no problem and would recommend payment, but I'd like a second opinion. Jon Rose

(SIGNATURE)

PLEASE REPLY HERE

Please forward to Accounting if you feel the charges are eligible.

[illegible] SECTION
[illegible] PROJECT UNIT
MAN. ASST. PROGRAM UNIT
REFER TO Naimer ?
FOR

CC:

(SIGNATURE)

(DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1st 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

1

[illegible] 5

niq

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. RS-A744(1)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Columbia

3. FROM
Dale E. Wilken
Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 30103

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 19 '83
Orig to REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

7. DATE AUTHORIZATION EFFECTIVE 9-7-83

8. FEDERAL ROUTE NUMBER Secondary A744

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
CHAPMAN SLIDE SECTION

11. GENERAL DESCRIPTION OF WORK
Slide Correction

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Potter's September 2, 1983 letter, I concur that it is in the public interest to advertise the subject project for a 2 week period, and you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $244,000; Federal Funds $215,086, in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure wil be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated September 1, 1983, that provisions of FHPM 7-5-1 have been complied with.

14. DATE 9-7-83

15. SIGNATURE OF APPROVING OFFICIAL G. K. H

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

TLW

5

nig

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. RS-A744(1)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Columbia

3. FROM
Dale E. Wilken
Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 30103

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 19 '83
REFER TO Potter
FOR

Orig to
9/19

7. DATE AUTHORIZATION EFFECTIVE 9-7-83

8. FEDERAL ROUTE NUMBER Secondary A744

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

CHAPMAN SLIDE SECTION

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See below

13. REMARKS As requested by Mr. Swan's September 2, 1983 letter, I approve the program change as follows:

1) Project Name: Change to read "Chapman Slide Section".
2) Character of Proposed Work: Add "Slide Correction (3R)".
3) Work Type: Add under CONST "SFTY".
4) Estimated Cost by Phases: Add for CONST phase ---

TEC	FF	SF	OTHER	%
$217,000	$191,300	$12,850	$12,850	88.15

5) Project Data: Add "Work consists of slide correction at 3 locations requiring grade, drain, high-type pave to accommodate two 12-foot travel lanes with 4-foot shoulders, adjust utilities as required, and incidental work common to this type of reconstruction.

14. DATE 9-7-83

15. SIGNATURE OF APPROVING OFFICIAL G. K.

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

Section CHAPMAN SLIDE
Programming Estimate $
Highway Scappoose - Vernonia RD.
Project Length 0.07 miles
County Columbia
Completion Time 250 calendar days
9728
Kind of Work Grading and Paving
Est. Comp. Date 6-30-89
Prefix 505-1906-921
Letting Date SEPT. 22, 1983
Project No. RS-A744 (1)

RECV'D 9/6/83 @ 10:15 AM JC

ESTIMATED CONSTRUCTION AUTHORIZATION

ROUTING SLIP—DEPT. OF TRANSPORTATION Date: 9-6-83

Director
Asst. Dir.-Administration
Accounting (Highway)
Administrative Services
Aeronautics
Bridge
Chief Counsel
Commission Services
Construction
Data Processing (Trans. Bldg.)
Employee Development
Engineering (Design)
Environmental
Equipment Shops & Storeroom
Finance (DOT)
FHWA
General Files

Industrial Engineers
Information Systems
Labor Relations
Landscape
Library
Location
Mail Room
Maintenance
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Policy & Planning
Project Management & Operations Planning

Public Affairs
Public Transit
Radio
Records Management
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Technical Services Eng.
Traffic Signal Unit
Traffic
Travel Information
Utilities
Metropolitan
Region Number 1
District Number
Resident Engineer

ATTENTION:
Jon Rose

FROM:
L. P.

COMMENTS:
Please inform the county.

Form 731-0022 (8-81) SP*86790-734

Contract Amount . . . . $ $209,260^{00}$

5000 00

Site 1
Sta. 646+70
Sta 647+60 MP. 8.5

Site 2
Sta. 442+90
443+50 MP 12.3

Site 3
Sta. 433+50 MP 12.5
435+50

$ 5000^{00}

Adjust Utilities:

Subtotal	$ $214,260^{00}$
Contingencies (4-1/2%)	9641^{70}
Engineering (8, [✓ 9,] 10%)	$19,283^{40}$
Subtotal	$
Credit for	
Estimated Net Authorization, Construction	$ $243,185^{10}$
Est. PE Cost	38,000.00
Est total Project Cost	281,185.10

APPROVED

County's share is 6% of $281,185.10 = $16,871.10

Road Design Engineer

Rev. 11/81

3 ⑫

Section CHAPMAN SLIDE Programming Estimate $

Highway SCAppoose Vernonia RD. Pr ct Length 0.07 Miles

County Columbia Completion Time 250 calendar days

Kind of Work Grading and Paving Est. Comp. Date 6-30-89

Prefix 505-1906-921 Letting Date SEPT. 22, 1983 Project No. RS-A744 (1)

RECV'D 9/16/83 @ 10:15 AM JG

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ $209,260^{00}$

Anticipated Additional Items:

Royalty Payment	
Permit Fees	
Slide Correction	5000^{00}
Railroad Protective Costs	
Other Railroad Costs	
Permanent Signing	
Permanent Pavement Striping	
Temporary Pavement Striping	
Remove Pavement Striping (Exist. & Temp.)	
Temporary Erosion Control	
State Furnished	
Roadside Seeding & Mulching	
Asphalt Cement Adjustment	
On the Job Trainees ($0.80 x ___ hrs.)	
State Responsibility for Damages	
Signal Controller Testing	
"OPTICOM" Testing	
Bikeway Signs	
Bikeway Striping & Legend	

Adjust Utilities:

site 1
Sta. 646+70
Sta 647+60 MP. 8.5

site 2
Sta. 442+90
443+50 MP 12.3

site 3
Sta. 433+50 MP 12.5
435+50

$ 5000^{00}

Subtotal $ $214,260^{00}$

Contingencies (4-1/2%) . . . . 9641^{70}

Engineering (8, [✓ 9,] 10%) . . . . 19283^{40}

Subtotal $

Credit for ________ . . . .

Estimated Net Authorization, Construction . . . . $ $243,185^{10}$

Est. P.E. Cost 38,000.00

APPROVED Est total Project Cost 281,185.10

County's share is 6% of *281,185.10 = *16,871.10

Road Design Engineer

Rev. 11/81

SUBJECT TO SUCH CHANGE OR CHANGES AS MAY BE MADE WITH NOTICE TO PLAN HOLDERS BY ADDENDUM LETTER OR LETTERS, THE BID ITEMS AND QUANTITIES TO WHICH THE FOREGOING SPECIFICATIONS AND PROVISIONS APPLY WILL BE AS LISTED IN THE FOLLOWING BID SCHEDULE. THIS BID SCHEDULE IS FOR INFORMATION ONLY AND IS NOT TO BE USED IN BIDDING. THE BID SCHEDULE TO BE USED IN BIDDING IS BOUND IN THE PROPOSAL FORM.

COST ANALYSIS UNIT. 9-1-83

THIS ENGINEERING ESTIMATE IS PRICED FOR BID LETTING 9-22-83

BID SCHEDULE

Item No.	Item	Unit	Quantity	Unit Price (In Figures)	Total Price (In Figures)
1.	Mobilization	Lump Sum	All	Lump Sum	$ 19,000
2.	Temporary Protection & Direction of Traffic	Lump Sum	All	Lump Sum	$ 2,500
3.	Temporary Signs	Sq.Ft.	180	\$ 6^{00}	$ 1,080
4.	Temporary Barricades Type II	Each	6	\$ 30^{00}	$ 180
5.	Temporary Barricades Type III	Each	4	\$ 125^{00}	$ 500
6.	Temporary Continuous Rail Traffic Barrier, Reflectorized	Lin.Ft.	200	\$ 10^{00}	$ 2,000
7.	Flagmen	Hour	40	\$ 25^{00}	$ 1,000
ROADWORK					
8.	Clearing and Grubbing	Lump Sum	All	Lump Sum	$ 2000
9.	Removal of Structures and Obstructions	Lump Sum	All	Lump Sum	$ 12000
10.	Borrow Excavation	Cu.Yd.	400	\$ 6^{00}	$ 2,400
11.	General Excavation	Cu.Yd.	150	\$ 4^{00}	$ 600
12.	Embankment Foundation Excavation	Cu.Yd.	6,000	\$ 6^{00}	$ 36,000
13.	Stone Embankment	Cu.Yd.	7,300	\$ 10^{00}	$ 73,000
14.	Furnish Drilling Equipment	Lump Sum	All	Lump Sum	$ 1,500

No.	Item	Unit	Quantity	(In ures)	(In Figures)
15.	Drilling Access Holes	Lin.Ft.	100	\$ 10^{00}	\$ 1000
16.	Fill Concrete	Cu.Yd.	50	\$ 120^{00}	\$ 6,000
17.	Trench Excavation	Cu.Yd.	250	\$ 15^{00}	\$ 3,750
18.	Finishing Roadbed and Slopes	Lump Sum	All	Lump Sum	\$ 3000
19.	1"-0 Aggregate Base	Ton	1,175	\$ 6^{00}	\$ 7,050
20.	Class "B" or Class "C" Asphalt Concrete	Ton	225	\$ 40^{00}	\$ 9,000
21.	12" Culvert Pipe	Lin.Ft.	80	\$ 20^{00}	\$ 1,600
22.	36" Culvert Pipe	Lin.Ft.	300	\$ 60^{00}	\$ 18,000
23.	8" Perforated Drain Pipe	Lin.Ft.	160	\$ 10^{00}	\$ 1600
24.	Extra for Asphalt Ditch Lining	Sq.Yd.	120	\$ 20^{00}	\$ 2,400
25.	Loose Riprap Class 50	Cu.Yd.	60	\$ 35^{00}	\$ 2,100

TOTAL AMOUNT OF BID: \$ 209,260

9/2✓

5

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

Date: September 2, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
D. E. SWAN

From: D.E. Swan
Project Unit Engineer

Subject: Program Change
Item No. 30103
Project No. RS-A744(1)
Chapman Slide Restoration Section
Columbia County

I request your approval of a program change to add the "Construction" phase of work requiring revisions as follows:

1) Project Name: Change to read "Chapman Slide Section".
2) Character of Proposed Work: Add "Slide Correction (3R)".
3) Work Type: Add under CONST "SFTY".
4) Estimated Cost by Phases: Add for CONST phase ---

TEC	FF	SF	OTHER	%
$217,000	$191,300	$12,850	$12,850	88.15

5) Project Data: Add "Work consists of slide correction at 3 locations requiring grade, drain, high-type pave to accommodate two 12-foot travel lanes with 4-foot shoulders, adjust utilities as required, and incidental work common to this type of reconstruction.
6) Note: Construction engineering will be performed by Consultant with review by State.

JLG:bkb
cc: H. Reynoldson
General Files

Form 734-3122

9728

STATE OF OREGON
OREGON DEPARTMENT OF TRANSPORATION
HIGHWAY DIVISION

INTEROFFICE MEMO
LOC 16-3

TO: MEMO TO THE FILES

DATE: August 30, 1983

Joseph W. Fields

FROM: Joseph W. Fields
Surfacing Design Specialist

SUBJECT: Surfacing Design
Chapman Slide Restoration
Scappoose-Vernonia Road, FAS-A744
Columbia County

The Surfacing Design for this project has been reviewed and found to be suitable.

The proposed design of 4 inches of A.C. and 16 inches of aggregate base is equal to or exceeds the surfacing depths of adjacent sections.

JWF:ss

cc: FHWA
Location Engineer
Final Design Engineer
Materials
Region Engineer
Region Geologist
Region Federal Aid Specialist
Program Control Engineer

PROGRAM SECTION
MANAGER ______ PROJECT UNIT E
AUG 31 1983
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO Fed Aid
FOR ______

9728

PROGRAM SECTION
MANAGER ______ PROJECT UNIT S
SEP 1 1983
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO Dorn
FOR ______

117 DOT Building
Salem, Oregon 97310

Attention: Right-of-Way Section 8-24-83

Subject: Federal Aid Project No. RS-A744(-) Prefix: ______
Project Name CHAPMAN SLIDE RESTORATION

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☐ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at St. Helens, Oregon, this 24th day of August, 1983

County of Columbia

______
County Judge/Chairman

______
Commissioner

A J Ahlborn
Commissioner

Certified By:

Kenneth Roefe
Regional Right-of-Way Supervisor
Date 8-24-83

Instructions: Complete A or B and C.
R/W File No. ______
Rev. 1/76

9734

5

June 24, 1983

Board of County Commissioners
Columbia County
Courthouse
St. Helens, OR 97051

AGR 4

Attention: Reta C. Kerry
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 1890

Gentlemen or Ladies:

Attached for your records is a fully executed copy of an agreement covering the Chapman Slide Correction on the Scappoose-Vernonia Road.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN:bk

Att.

bc: Don Harwell (agree. att.)

9728

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration
Salem, Oregon 97301

OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION
ADDENDUM TO LOCATION PROSPECTUS AND
6-2-83 REQUEST FOR FEDERAL AID
PRELIMINARY ENGINEERING AUTHORIZATION

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO. FED. S	ROUTE NO. STATE
Co. Rd., 9.5 mi. NW of Scappoose, E. 4 mi. "Chapman Slide Restoration"	075	30103	RS-A744(1)	A744	Co. Rd.

Access Control None Parking Restrictions None System Revision None

Airports (within 2 Mi.) None ROW 80' normal

Water Development None Recreation & Historical Areas None

County Columbia Code 009

A-95 Review:

State Cl. Ho. .... Exempt X Date Approved ______

Dist. 2 Cl. Ho. ..... Exempt X Date Approved ______ No Reply ___

Project Environmental Assessment: FHWA Concurrence Dated 5-12-83

1-EIS ___ 2-Categorical Exclusion X 3-Draft Assessment & FONSI ___

Notes: (1) Project in Congressional District 1 .

(2) ______

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

X All Phases
___ All Phases thru Final Envir. Document
/X Incl. Archeological Salvage
/X " Util. Preparatory Work
___ " R.R. Preparatory Work

Est. Proj. Cost:

	TEC NTE	$ 38,000
88.15%	FF	$ 33,496
	STATE	$ 2,252
	Co.	$ 2,252

For PR-37:
Field Phase $ ______
PS&E Phase $ ______

REMARKS:

Enclosed is a copy of survey authority and project maps.

CL:bks

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
6-2-83	GARY A. POTTER	MANAGER, PROGRAM SECTION

9728

STATE OF OREGON
HIGHWAY ACCOUNTING - 8-2878

INTEROFFICE MEMO

FILE: AGR XACC 5-4

TO: D. E. Swan, Program Control Engr.
PROGRAM SECTION

DATE: May 16, 1983

FROM: V. E. Skoog,
Controller

SUBJECT: Pre-award Evaluation
OBEC Consulting Engineers
Chapman-Summit Section
Pittsburg-Scappoose Highway
FAS A744

Your memo dated March 24, 1983, requested that we perform a pre-award evaluation on the proposal submitted by OBEC Consulting Engineers, as required by federal and state procurement procedures.

The following three typographical errors should be corrected:

1. Agreement P.5 - from ___% to 98%.
2. Agreement P.5 - from $2,484.00 to $2,494.00
3. Exhibit A, P. 2 of 3 - from $50± to $504±

We recommend approval of this agreement contingent upon the correction of these typographical errors.

KJ:njl

Approved & Distributed
6-1-83 MCH

5-19-83
Returned agreements to Jon Rose for corrections and County signature.
MCH

G

PROGRAM SECTION
MANAGER ______ PROJECT UNIT S
MAY 19 1983
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO ______
FOR ______

81-125-1387

9128

5

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
ACC

TO: H. S. Coulter
State Highway Engineer

DATE: May 9, 1983

FROM: Robert N. Bothman
Assistant State Highway Engineer

SUBJECT: Chapman Slide Correction (3 Locations)
Scappoose-Vernonia Road
FAS-A744
Columbia County

Columbia County is requesting a slide correction project at 3 locations (M.P. 8.5 , 12.3 and 12.5). It is hoped that the problem at M.P. 8.5 and 12.3 can be solved by improved drainage. At M.P. 12.5 the roadway has slid out and will have to be replaced. The roadway will have 2-12' travel lanes and 4' shoulders. County is responsible for any necessary additional R/W. Engineering by consultant.

JURISDICTION	SECTION	TOTAL FUNDS	FEDERAL FUNDS	STATE FUNDS	LOCAL FUNDS
Columbia Co.	Chapman Slide Restoration Section (3 Locations) Scappoose-Vernonia Road, FAS-A744	$255,000	$224,400	$15,300	$15,300

Region 1 and this office have investigated this proposed project confirming its validity and financing utilizing FAS-C funds. I recommend your approval and request you authorize this project under delegated authority.

R. N. BOTHMAN

APPROVED BY:

H S Coulter
H. S. Coulter
State Highway Engineer

Date 5/9/83

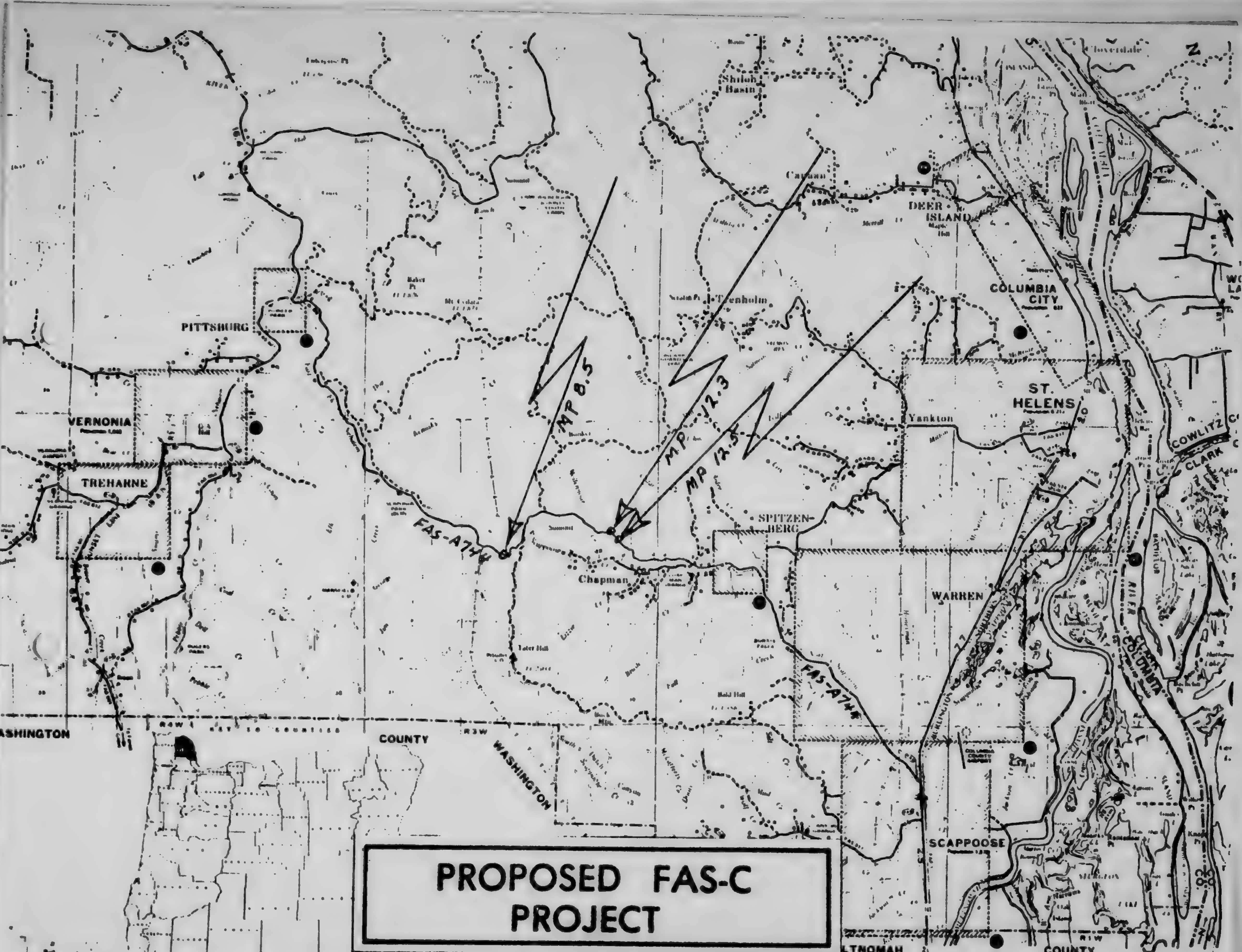
D. E. Swan - Please program & Update PMS.

Fred Miller
L. W. Rulien
✓Robert M. Bothman
E. S. Hunter
W. E. Schwartz
Gary A. Potter
C. T. Keasey
George Bell
J. H. Versteeg
L. E. George

F. E. Terpin
W. J. Hart
Roger Trygstad
Cam Gilmour
Don Adams
Steve Macnab
John Scofield
George Wills
Phil Lewellyn
Don Aman
Region 1:
  Ed Hardt
  Jon Rose

RECEIVED
ASST STATE HWY ENGR
MAY 11 '83
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File



N
Shiloh Basin
Canaan
DEER ISLAND
COLUMBIA CITY
Trenholm
ST. HELENS
Yankton
COWLITZ CO
CLARK CO
COLUMBIA RIVER
PITTSBURG
VERNONIA
TREHANNE
MP 8.5
MP 12.3
MP 12.5
FAS-A744
FAS-A744
SPITZENBERG
Chapman
WARREN
SCAPPOOSE
WASHINGTON
COUNTY
WASHINGTON
R3W
R2W
MULTNOMAH
COUNTY
R1W

PROPOSED FAS-C
PROJECT

9728

5

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to File No.:
ENV 3

May 5, 1983

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

RE: Project Classification
Chapman Slide Restoration
Scappoose - Vernonia Road
Columbia County
RS-A744(-)

Dear Mr. Wilken:

Attached is a project environmental classification for the subject project. It is our opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the 1978 Council on Environmental Quality guidelines. Your concurrence is requested.

Very truly yours,

Campbell M. Gilmour

Campbell M. Gilmour, Manager
Environmental Section

CMG:lb

Attachment (4)

CONCUR
for Division Administrator 5/12/83 Date

ENVIRONMENTAL SECTION
May 12, 1983

cc: J. B. Boyd (3)
J. H. Versteeg (
L. E. George (2)
Keats Oliver
G. A. Potter
W. J. Hart
C. T. Keasey
F. E. Terpin
Local Programs U
Phil Lewellyn
Surfacing Design
General Files
E. L. Hardt
Jef Kaiser
Clarence Eshelma
Bill Geibel

Form 734-3122

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Chapman Slide Restoration, Scappoose-Vernonia Rd., Columbia Co.

REGION
Metro Region

ESTIMATED RIGHT-OF-WAY IMPACTS

Material from the roadway embankment collapsed into Longview Fiber Company property. A construction easement will be necessary for equipment to work on the slide correction. It appears that the easement can be obtained by mutual agreement. The property is occupied by a Red Alder stand.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

No impacts.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

Traffic is presently being detoured to a Longview Fiber Co. road. The project would restore the normal circulation.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

No significant impacts.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

No impacts.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None identified.

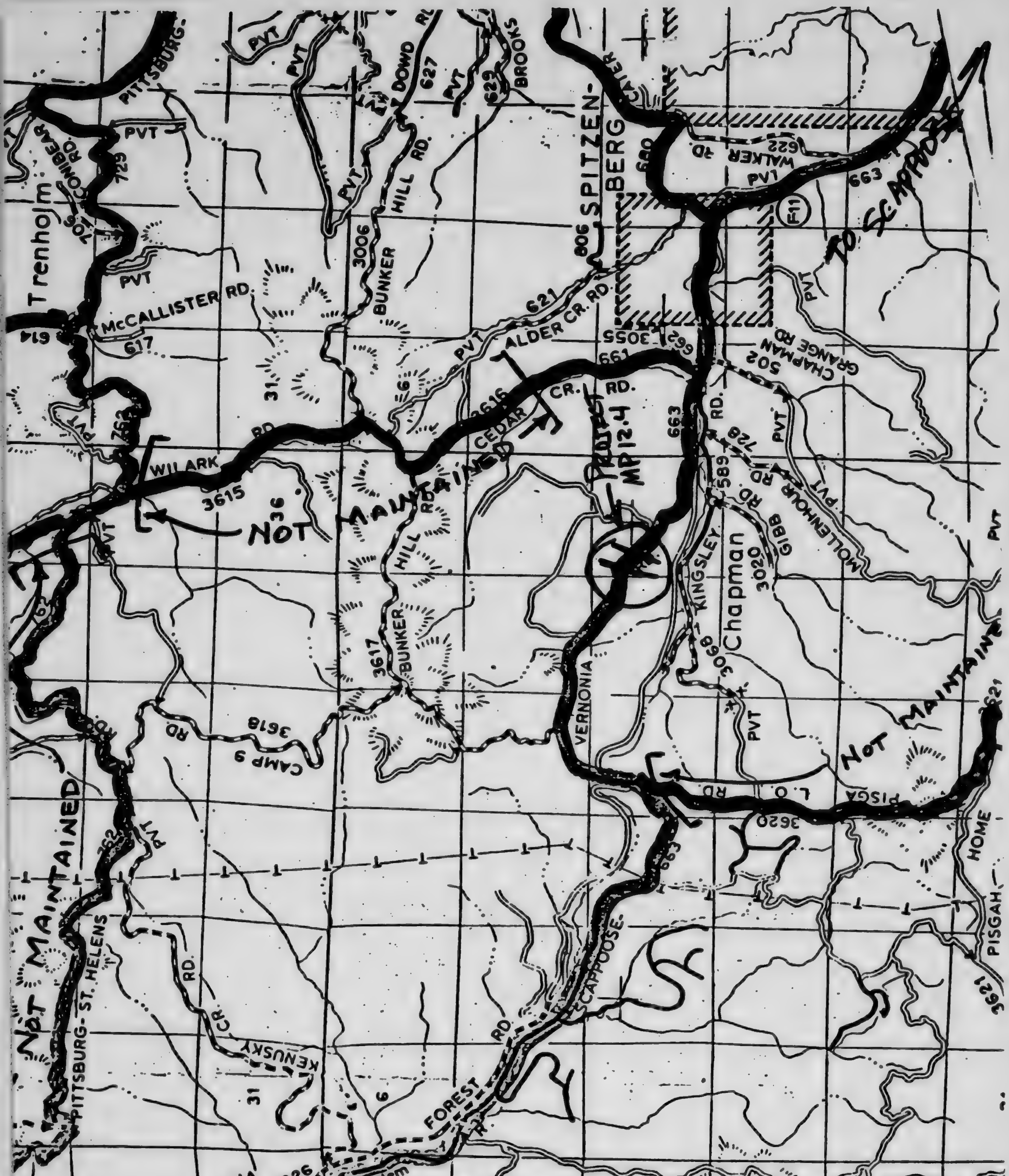
RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)
☒ CLASS 2 (CATEGORICAL EXCLUSION)
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

This project is a Categorical Exclusion, as defined in 23 CFR 771.115.

OTHER DOCUMENTATION

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X Craig Markham	653-3222	


PITTSBURG
PVT
DOWD RD
627
629
BROOKS
SPITZENBERG
CATER
WALKER RD.
622
PVT
663
F11
TO SCAPPOOSE
Trenholm
COWBEAR RD.
729
906
680
BUNKER HILL RD.
3006
McCALLISTER RD.
614
617
PVT
621
ALDER CR. RD.
3055
662
661
CHAPMAN GRANGE RD
502
31
6
CEDAR CR. RD.
3616
PROJECT MP 12.4
663
RD.
728
MOLLENHOUR RD.
589
GIBB RD.
3020
WILARK RD
762
3615
36
NOT MAINTAINED
BUNKER HILL RD
3617
KINGSLEY
Chapman
3068
VERNONIA
CAMP 9 RD.
3618
Not MAINTAINED
3621
PISGAH L.O. RD.
3620
HOME
PISGAH
NOT MAINTAINED
762
PITTSBURG-ST. HELENS
KENUSKY CR. RD.
SCAPPOOSE
FOREST RD.
3626
COLUMBIA
Nehalem
663

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

7728

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: Chapman Slide Restoration 4-21-83

REGION: Metro

STATE HIGHWAY # N/A	HIGHWAY NAME N/A		MILE POST FROM 8.5 TO 12.5	LENGTH 4.0 mi.
☐ URBAN ☒ RURAL	CITY N/A	COUNTY Columbia	ROAD/STREET NAME Scappoose-Vernonia Road	
ROUTE # N/A	FEDERAL AID # FAS A744	APPLICANT (IF OTHER THAN STATE) Columbia County		

COST ESTIMATES (000's)			PROJECT DATA			RIGHT OF WAY	
PRELIMINARY ENGINEERING		$	GRADING	(✓)	X	FILES(easements) (#)	1
RIGHT OF WAY		$ 0	PAVING	(✓)	X	ACRES (#)	0
ROADWAY	$ 175		STRUCTURES	(✓)		RELOCATIONS (#)	0
STRUCTURES	$		SIGNING	(✓)		WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$		SIGNALS	(✓)		PRELIMINARY ENGINEERING (S,C,A)	C
ILLUMINATION	$		ILLUMINATION	(✓)		CONSTRUCTION ENGINEERING (S,C,A)	C
TEMPORARY PROTECTION	$		Slide Restoration		X	RIGHT OF WAY DESCRIPTIONS (S,C,A)	A
Slide Removal & contingencies	$ 50		ENVIRONMENTAL CLASS	(1,2,3)	2.	RIGHT OF WAY ACQUISITIONS (S,C,A)	A
40% ENGINEERING & CONTINGENCIES	$		DESIGN CATEGORY	(1-7)	7.	CONSTRUCTION BY	
TOTAL CONSTRUCTION		$ 225	WORK TYPE	(1-12)	6.	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE		$					

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR)	RECOMMENDED FUNDING SOURCE	RECOMMENDED PROGRAM YEAR
	/	FAS-C	FY 1984

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	0	0
SIGNALS (#)	0	0
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	1,350	
YEAR OF AVERAGE DAILY TRAFFIC	1981	

DEFINE THE PROBLEM

An earth slide has destroyed a 300-foot section of road at MP 12.5. Two other sections of the roadway at MP 8.5 and MP 12.3 are settling and may slide out. Traffic is currently being detoured on a private road around the slide at MP 12.5.

PROPOSED SOLUTION

Remove the slide and rebuild the roadway. Stabilize the two settling sections by improving the drainage and replacing collapsed wooden box culverts.

REQUESTED, REGION ENGINEER X	DATE 4/27/83			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

GENERAL INSTRUCTIONS

Use this Project Request form for all projects to be added to the Highway Improvement Program or to request significant changes to a project already in the program.

Submit one copy to Program Management.

Program Management will:

1. Circulate the request through the appropriate offices.
2. Confirm financing availability.
3. Forward the request through the Administration for approval.
4. Advise involved Region and Section Engineers of approval or denial of request.
5. Maintain the project file and advise when the remainder of the Project Prospectus should be submitted to initiate the project to meet the approved program year.

SPECIAL INSTRUCTIONS

The **KEY ID #** will be filled in by Program Management upon project approval.

SECTION, REGION, STATE HIGHWAY #, MILEPOST, LENGTH, CITY and **COUNTY** are self-explanatory. **URBAN/RURAL** refers to the project locale. Is it more urban- or rural-like? Put the local name for the facility, if any, in the **ROAD/STREET** space. **ROUTE #** refers to the tourist route(s). If more than one, list in this order: Interstate, US, State, County, Forest. The **FEDERAL AID #** is the federal route number which is found on straightline charts, urban area maps, etc. preceded by FAU, FAP, FAS or FAI, whichever is appropriate. If this is not a state project, show the requesting party or jurisdiction in the **APPLICANT** space.

COST ESTIMATES — These estimates should be windshield or reconnaissance type planning estimates. Use 40% for **ENGINEERING AND CONTINGENCIES.**

PROJECT DATA — Check each of the items that will be included in the requested project. Fill in the anticipated **ENVIRONMENTAL CLASS,** the **DESIGN CATEGORY** and the **WORK TYPE.**

RIGHT OF WAY — Fill in the estimated numbers of **FILES, ACRES** and **RELOCATIONS** that may be required.

WORK BY and **CONSTRUCTION BY** are self-explanatory.

FINANCING/PROGRAMMING — Show the **RECOMMENDED FUNDING** source and **RECOMMENDED PROGRAM YEAR.** Identify the **SECTION(S)** to be **POSTPONED** or **CANCELLED** if necessary to obtain funds.

EXISTING & PROPOSED Items — Show the number of existing and proposed **TRAVEL LANES, STRUCTURES** and **SIGNALS,** whether or not **BIKE PATHS** are existing or proposed and the present **AVERAGE DAILY TRAFFIC** (ADT) and the Projected ADT.

DEFINE THE PROBLEM — Describe in detail the facility and its history. Information should be given other than that now available in regular statistical publications. Particularly express local feelings and region knowledge needs, trends, access problems, or reference to possible congestion, etc.

PROPOSED SOLUTION — Describe solution in terms of major or minor; i.e., realignment, lane widening, shoulders, right-of-way, pavement, etc. Exact dimensions are not required.

PROJEC~~ ~~ PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: Chapman Slide Restoration, Scappoose-Vernonia Road

REGION: Metro

PROJECT JUSTIFICATION

The Scappoose-Vernonia Road is impassable at the site of the slide (MP 12.5). Two other sections of the roadway at MP 8.5 and MP 12.3 are settling and may slide out soon. Clarence Eshelman, Metro Region Geologist, believes that the settling sections can be stabilized by improving the drainage. The original wooden box culverts under the roadway at these sites have collapsed. Replacement metal culverts at MP 8.5 and MP 12.3 are set too high to drain ponded water behind the roadway fill. Water is flowing through the fill. Corrective action now may avoid greater expense for slide repairs later.

ADMINISTRATION RECOMMENDATION

INSTRUCTIONS

PROJECT JUSTIFICATION

Narration in this portion should answer who and why. This may be an old recognized problem, but what recent particulars call for submitting the project at this time? Is the project a direct result of other agreements? Information is required as to why this proposal is more important than others in the region and how it rates priority-wise with other project needs.

ADMINISTRATION RECOMMENDATION will be completed in Salem.

PROJECT PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: Chapman Slide Restoration, Scappoose-Vernonia Road

REGION: Metro

ENTER: S—STATE C—CONSULTANT A—APPLICANT E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	N	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	A	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	A	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	A	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	A	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	C	RR CROSSING	N	DISPOSAL SITE	A	STATE LANDS	N	SECTION 106	N
VICINITY MAP	C	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	C	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	C	RR ENCROACHMENT	N	▨	▨	SIGNALS	N	OLD (#) 0	NEW (#) 0

RIGHT-OF-WAY			
ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
0	0	0	0

RIGHT-OF-WAY LIAISON	S	EASEMENTS (#)	1	ACCESS CONTROL (Y/N)	N

UTILITIES: A (LIST BELOW)

COMPANIES

West Oregon Electric
General Telephone
Pacific NW Bell
NW Natural Gas

DESIGN SPEED: 45

DESIGN STANDARDS: AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
-	-	-	-	Var.	-	-	11'	-	11'	-	-	Var.	-	-	-	-
-	-	-	-	4'	-	-	12'	-	12'	-	-	4'	-	-	-	-

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

734-1912 (7-82)

GENERAL INSTRUCTIONS

The Project Details sheet is Part 2 of the Project Prospectus. It should be completed and submitted with the Survey Authority (Part 4) to Program Management for combining with the Project Environmental Classification (Part 3). This will normally be done upon notice from Program Management after the Project Request has been approved. A copy of the approved Project Request should be attached if available.

SPECIAL INSTRUCTIONS

Attach a sketch map showing the location of the project and a description of the project including such items as channelizations, frontage roads, possible alternatives and unusual features.

Fill in the **KEY ID #** (if known), the **SECTION** (use the title as shown on the Project Request) and the **REGION**.

For each of the items in the next section fill in the appropriate letter to show who will be responsible for the work, if it already has been done or if it is not needed. Do the same for the **SIGNALS** and **UTILITIES**, but also show the number of existing and proposed signals and list the Utility **COMPANIES** that may be involved.

RIGHT OF WAY

Fill in the estimated number of **ACQUISITIONS, RELOCATIONS** and **EASEMENTS.** Also indicate who will be responsible for **RIGHT-OF-WAY LIAISON** and if **ACCESS** will be controlled.

DESIGN SPEED and **DESIGN STANDARDS** are self-explanatory.

TYPICAL SECTION

Fill in the width for each item contained in the existing facility and the proposed project. Enter 0 for those items not contained. If curbs are included show the standard type, enter 0 if no curbs. If the typical section cannot be shown clearly on this form include an explanation or drawn section in the project description.

SUGGESTED BASE DESIGN should be filled in with data obtained from the Surfacing Design Unit.

Under **STRUCTURE DATA** the cost estimates should be obtained from Bridge Design.

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Chapman Slide Restoration, Scappoose-Vernonia Rd., Columbia Co.

REGION
Metro Region

ESTIMATED RIGHT-OF-WAY IMPACTS

Material from the roadway embankment collapsed into Longview Fiber Company property. A construction easement will be necessary for equipment to work on the slide correction. It appears that the easement can be obtained by mutual agreement. The property is occupied by a Red Alder stand.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

No impacts.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

Traffic is presently being detoured to a Longview Fiber Co. road. The project would restore the normal circulation.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

No significant impacts.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

No impacts.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None identified.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

This project is a Categorical Exclusion, as defined in 23 CFR 771.115.

OTHER DOCUMENTATION

Noise Study Report
(No dwellings present at project site)

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X Craig Markham	653-3222	

734-1913 (7-82)

9728

10172

STATE OF OREGON

INTEROFFICE MEMO

TO: GARY A. POTTER, Manager
Program Section

DATE: April 25, 1983

FROM: THEODORE A. SPENCE
Plan and Program Manager

SUBJECT: Chapman Slide Restoration
Scappoose-Vernonia Road
Columbia County

Here is our programming packet for a slide repair project on the Scappoose-Vernonia Road in Columbia County. Included are a project prospectus, federal aid project request, and related correspondence from OBEC Consulting Engineers.

This is a proposed FAS-C project. It is not in the current Six Year Highway Improvement Program. A consultant agreement has already been submitted by OBEC Consulting Engineers for a pre-award evaluation. Following the pre-award evaluation, the consultant agreement should be returned to our federal aid specialist to send to Columbia County for their signature.

The Metro Environmental Unit has classified this as a Class II Categorical Exclusion. There is no waterway involvement.

We have made estimates for the region functions on the enclosed survey authority. The Location Section should add estimates for the Salem offices.

Assuming commission approval of this project, please request FHWA approval and obligation of federal funds for preliminary engineering.

TAS:ECM:po

cc: Frank Terpin
Metro Project Development Units
Jon Rose
Robin Brooks

Attachments

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______ ✓
MAY 2 1983
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO ______
FOR ______

81-125-1307

Contains Recycled Materials

7726

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION: Chapman Slide Restoration, Scappoose-Vernonia Road

REGION: Metro

SURVEY AUTHORITY

AUTHORIZATION NO.: 1

PREFIX:

DATE: April 22, 1983

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 500	$	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT	0		916 PHOTOGRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT	0		918 LOCATION			935 SOILS		
904 CONSULTANT	30,000		919 ENGINEERING GRAPHICS			936 REGION TRAFFIC	0	
905 FINAL DESIGN			920 PROGRAM MANAGEMENT			937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICATIONS			938 REGION ENVIRONMENT	0	
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES			949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION			950 TRAINING	0	
910 REGION GEOLOGIST	500		924 D.O.T.			955 R/W RELOC. ASSISTANCE	0	
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION	0		980 PUBLIC HEARING		
.3 RIGHT-OF-WAY LIAISON	100		927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON	100		932 RAILROAD & UTILITIES					

RIGHT-OF-WAY PREFIX:

FEDERAL AID PROJECT NUMBER:

TOTALS	$	$
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

LOCATION ENGINEER'S REMARKS

A consultant will perform the preliminary engineering. The State will monitor, review the design and complete PS & E.

PREPARED BY	DATE 4-25-83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE
RECOMMENDED, REGION ENGINEER X	DATE 4/27/83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

GENERAL INSTRUCTIONS

The Survey Authority is Part 4 of the Project Prospectus. It shows the funds approved for the project development work. It is also used to revise the authorized funds, if necessary. It is to be submitted to Program Management along with the Project Details part of the Project Prospectus for the initiation of the project development work.

SPECIAL INSTRUCTIONS

The **PREFIX** will be entered in Salem for the first authorization.

Enter the **ESTIMATED COST** for each of the functions your office is responsible for. Region responsibilities are functions 901, 902, 903, 910, 913, 914, 926, 936, 938, 950, 955 and 980 (unshaded boxes). The Location Office will collect the estimates from the other Salem offices, fill in the **CURRENT AUTHORIZATION** column and **TOTALS.**

The **RIGHT OF WAY PREFIX** , **FEDERAL AID PROJECT NUMBER** and the **LOCATION ENGINEER'S REMARKS** will also be completed in Salem. In the signature block place the preparer's name and the Region Engineer's signature.

Project Chapman Slide Restoration, Scappoose-Vernonia Road

Agency Columbia County Date April 25, 1983

Type of Project Slide Repair, Drainage Improvement

Funds SOS e(4) FAUS [✓ FASC] Title II HBR

The agreement on this project should provide for the following responsibilities where applicable:

	N/A	State	Applicant	Consultant
Major PE	( )	( )	( )	(X)
Monitor PE	( )	(x)	( )	( )
Field Survey	( )	( )	( )	(x)
Prepare Environmental Statements	(X)	( )	( )	( )
Review & Process Envir. Statements	(X)	( )	( )	( )
Public Hearings	(x)	( )	( )	( )
Citizen Involvement	( )	( )	(X)	( )
Action Plan Requirements	( )	( )	(X)	( )
Preliminary Design Plans & Specs.	( )	( )	( )	(x)
Prepare for Contract Bids	( )	(X)	( )	( )
Advertise, Let and Award	( )	(X)	( )	( )
Major Construction Engineering	( )	( )	( )	(X)
Lab Testing, Final Checking	( )	(X)	( )	( )
Utility Responsibility	( )	( )	(X)	( )
Maintenance After Completion	( )	( )	(X)	( )
Signal Maintenance	(x)	( )	( )	( )
Power Consumption	(x)	( )	( )	( )
Local Match	( )	( )	(x)	( )
Provide for Right-of-way Agreement		[✓ Yes]	No	

Construction by Contract (X) State Forces ( ) Local Forces ( )

Advance Deposit Required PE (X) Construction (X) N/A ( )

State will Advertise, Let and Award All Contracts

State will Monitor Preliminary Engineering and Construction Activities for Federal Compliance

Remarks:

9728

OBEC CONSULTING ENGINEERS

OM MRE OE PPM CE
TOS ME
US 4-12-83 PDM
CSA Metro Region TAM
SO PA EM BUD LM

April 8, 1983

Mr. Jon Rose
Region Federal Aid Engineer
OSHD - Region I
9200 S.E. McLoughlin Boulevard
Portland, Oregon 97202

Re: Pittsburg-Scappoose Slide Restoration
OBEC Project No. 109-25

Der Jon:

On Thursday, April 7, I met with Sam Hollinger at the sites of these slides; and although the original application for three slide corrections was reduced to two in our Engineering Agreement, a third site has been investigated and needs correction at this same time.

Columbia County's mile post system done under a previous engineering agreement between the County and OSHD has Scappose as the starting point of FAS A-744, and the FAS mile post designation has Scappoose as the terminal at MP 20.28. Thus the trouble in accurately locating the work areas.

The main slide as located on the accompanying map is at FAS MP 12.5. The second slide is at MP 12.3, and the Summit slide is at MP 8.5.

The second slide at MP 12.3 is on the currently closed section of the road and entails removing the partially collapsed wooden box installed by the CCC some 40 or more years ago. It can be dug out and a new pipe laid in its place or simply refilled and let the newer County pipe function in its stead. At present the water finds its way into the collapsed pipe, and is saturating the fill, and will soon cause a major road failure. Remedial action on the Summit slide at MP 8.5 is much the same - a collapsed box that infiltrates water and a County pipe that lies about 5' above the existing ponding that should be lowered to be effective, or the ground sealed and raised to make the pipe viable.

244 COUNTRY CLUB ROAD • EUGENE, OR 97401 • (503) 683-6090

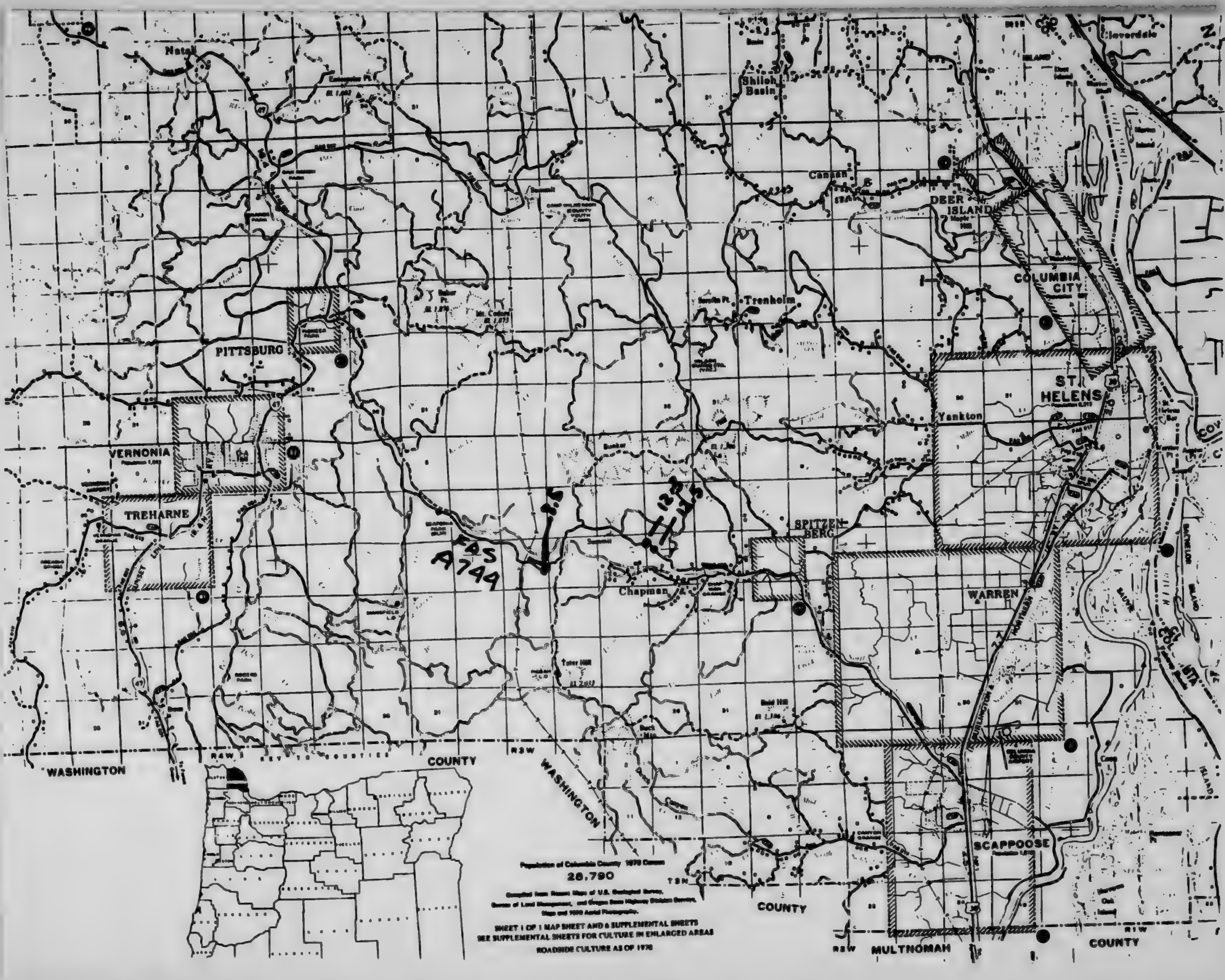
These solutions - whatever seems best - will be part of the Preliminary Engineering, serve only to expound on the existing situation, and are not necessarily suggested solutions. This should update you currently, and hopefully we can get underway soon on the Preliminary Engineering.

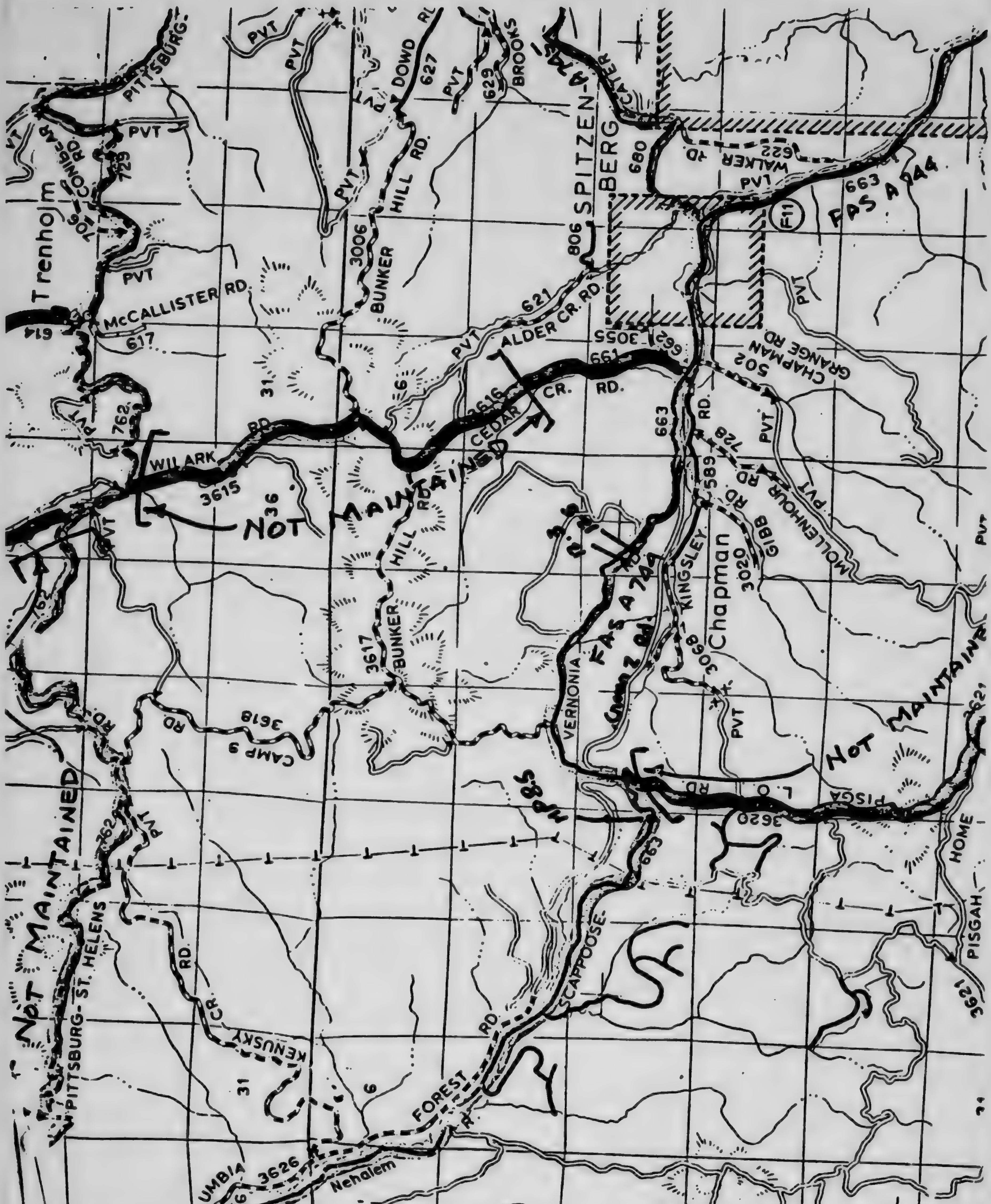
Regards,

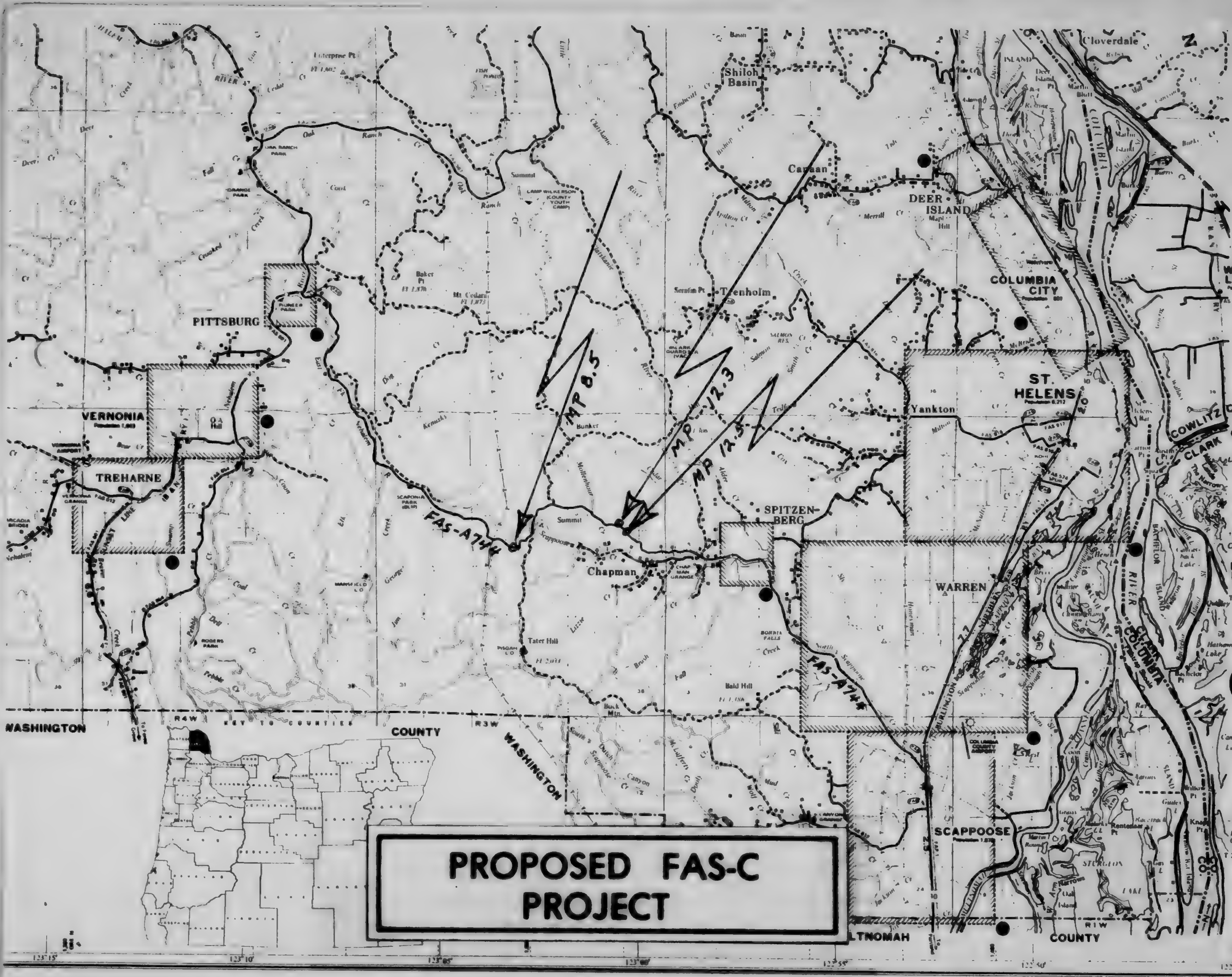
Wally Palm.

W. A. Palmateer
General Manager

WAP:ps
Enclosures


N
Clatskanie
Natal
Shiloh Basin
Canaan
DEER ISLAND
COLUMBIA CITY
Trenholm
PITTSBURG
ST. HELENS
Yankton
VERNONIA
TREHARNE
SPITZENBERG
Chapman
WARREN
SCAPPOOSE
MULTNOMAH
COUNTY
WASHINGTON
COUNTY
WASHINGTON
COUNTY
R 2 W
R 3 W
R 4 W
T 3 N
FAS
A744
12.3
11.5
1.6
Population of Columbia County 1970 Census
28,790
Compiled from Recent Maps of U.S. Geological Survey, Bureau of Land Management, and Oregon State Highway Division Surveys, Maps and 1970 Aerial Photography.
SHEET 1 OF 1 MAP SHEET AND 6 SUPPLEMENTAL SHEETS
SEE SUPPLEMENTAL SHEETS FOR CULTURE IN ENLARGED AREAS
ROADSIDE CULTURE AS OF 1970

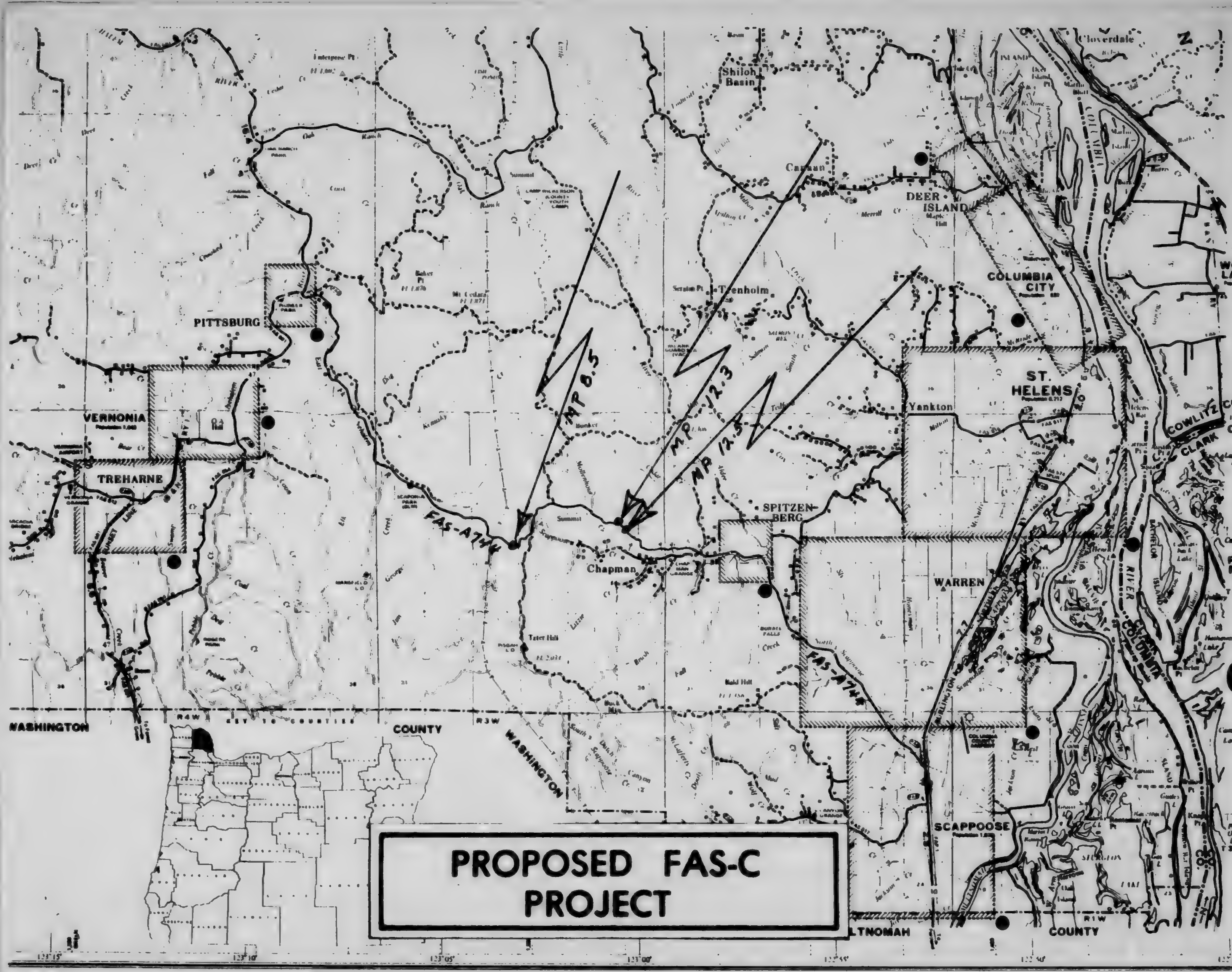

PITTSBURG
PVT
DOWD RD
627
629
BROOKS
SPITZEN-BERG
A744
CARTER
680
WALKER RD
622
FAS A 744
663
F11
Trenholm
COMBS RD
729
706
HILL RD.
BUNKER
3006
806
McCALLISTER RD.
614
617
621
ALDER CR. RD.
3055
662
661
CHAPMAN GRANGE RD
502
31
6
CEDAR CR. RD.
3616
762
WILARK RD
3615
36
NOT MAINTAINED
NOT MAINTAINED
728
MOLLENHOUR RD
589
GIBB RD
3020
KINGSLEY
Chapman
FAS A 744
3068
3617
BUNKER HILL RD
VERNONIA
CAMP 9 RD
3618
NOT MAINTAINED
3621
L.O. RD
3620
PISGAH
HOME
NOT MAINTAINED
PITTSBURG-ST. HELENS RD
SCAPPOOSE
KENUSKY CR. RD.
FOREST RD
Nehalem
3626
COLUMBIA
FK.
663



PROPOSED FAS-C PROJECT

MP 8.5
MP 12.3
MP 12.5
FAS-A744
FAS-A744
PITTSBURG
VERNONIA
TREHARNE
Shiloh Basin
Canaan
DEER ISLAND
COLUMBIA CITY
ST. HELENS
Yankton
Trenholm
SPITZENBERG
Chapman
WARREN
SCAPPOOSE
Cloverdale
COLUMBIA
RIVER
COWLITZ CO.
CLARK CO.
BACHELOR ISLAND
Summit
Bunker
Tater Hill
Bald Hill
WASHINGTON COUNTY
WASHINGTON
MULTNOMAH COUNTY
KEY TO COUNTIES
R4W
R3W
R1W
N
123°15'
123°10'
123°05'
123°00'
122°55'
122°50'
122°45'

APPROVED FEB. 25, 1971



PROPOSED FAS-C PROJECT

MP 8.5
MP 12.3
MP 12.5
FAS-A744
FAS-A744
Shiloh Basin
Canaan
DEER ISLAND
COLUMBIA CITY
Trenholm
ST. HELENS
Yankton
PITTSBURG
VERNONIA
TREHARNE
SPITZENBERG
Chapman
WARREN
SCAPPOOSE
COLUMBIA
RIVER
COLUMBIA
BATCHELOR ISLAND
COWLITZ CO.
CLARK CO.
Cloverdale
WASHINGTON
COUNTY
WASHINGTON
MULTNOMAH
COUNTY
R4W
R3W
R2W
R1W
Tater Hill
123°15'
123°10'
123°05'
123°00'
122°55'
122°50'
122°45'
N

APPROVED FEB 25, 1971

9728

V. E. Skoog
Controller

March 24, 1983

D.E. Swan
Program Control Engineer

MISC. CONTRACTS and
AGREEMENTS No 10,305

LGA Consultant Agreement
Slide Correction
Pittsburg - Scappoose Road, FAS-A744
Columbia County

Attached for your consideration is a proposed consultant agreement for preliminary engineering services to be provided to Columbia County by OBEC Consulting Engineers. The Slide correction requires a study so the compensation is estimated on the actual cost plus net fee basis rather than the normal lump sum.

Columbia County and OBEC have an annual agreement.

Please conduct the required pre-award audit evaluation and return one copy of the agreement to this office with your report.

MCH:blm

cc: Jon Rose, Metro

1983 Greeley Connection to I-5 9729
Sec. Pacific Hwy. in Portland.
(Gr,pv,str,sign,ill,sig. & ldsp) #7

9729 m

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 1-139	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State OREGON
		County MULTNOMAH
MODIFICATION NUMBER 8	1-29-90	Project Number IR-IX-5-6(102)303

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 11, 19 83, is hereby modified as follows:

	Former amount	Revised amount	
Estimated total cost of project	$ 9,902,967.00	$ 9,801,942.00	
Federal funds	$ 9,030,890.00	$ 8,937,725.00	(044)
	93,668.00	93,668.00	(178)
Other revisions			

This modification is made for the following reasons: To deobligate Appn Code 044 funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 29TH day of JAN, 19 '90.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

for MANAGER, PROGRAM SECTION
(Title)

XXX FOR: DONALD E. FORBES, P.E.

STATE HIGHWAY ENGINEER
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
FOR: DALE E. WILKEN

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON NOVEMBER 20, 1989

FEDERAL-AID PROJECT NO. IR-IX-5-6(102)303

GREELEY AVE. CONNECTION TO I-5 SECTION
PACIFIC HIGHWAY
MULTNOMAH COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE YOO8
CHANNELIZATION (STA. "L" 308+87.38 TO "L" 353+50)
IR FUNDING (CITY MATCHING)

Item	Unit	Unit Price	Orig. Quantity	Orig. Amount	Rev. Quantity	Rev. Amount
Embankment	C.Y.	$ 3.00	$ 60,300.00	$ 180,900.00	$ 64,000.00	$ 192,000.00

Increase	$	11,100.00
Subtotal from previous estimate of January 22, 1988		5,150,875.54
Subtotal	$	5,161,975.54
Engineering		531,124.46
Total	$	5,693,100.00

TYPE CODE X921, X981, X281
STRUCTURES (BRIDGE NO. 8782A, 16358, 16534, & 16535 Unit 1 & 2)
IR FUNDING (CITY MATCHING)

Total from previous estimate of January 22, 1988	$	2,940,000.00

TYPE CODE YO31
TRAFFIC SIGNALS
IR FUNDING (CITY MATCHING)

Total from previous estimate of January 22, 1988	$	64,164.00

TYPE CODE YOO8
CONCRETE RESURFACING
IR FUNDING (STATE MATCHING)

Total from previous estimate of January 22, 1988	$	994,480.00

TYPE CODE YOO8
CHANNELIZATION
IX FUNDING (CITY MATCHING)

Total from previous estimate of January 22, 1988	$	57,700.00

TYPE CODE Y031
TRAFFIC SIGNALS
IX FUNDING (CITY MATCHING)

Total from previous estimate of January 22, 1988	$	52,498.00

Length of Roadway ---------------------- 0.00 mi.
Length of Structure ---------------------- 0.493 mi.

Items retained in reserve were not used on this project.

SUMMARY OF FUNDS (044-92.22%(178-85%)

DESCRIPTION	APPN CODE	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CITY FUNDS
Channelization	044	$ 5,693,100.00	$ 5,250,176.00	$ ----	$ 442,924.00
Structures	044	2,940,000.00	2,711,268.00	----	228,732.00
Traf. Sigs.	044	64,164.00	59,172.00	----	4,992.00
Concrete Resurf.	044	994,480.00	917,109.00	77,371.00	----
Channelization	178	57,700.00	49,045.00	----	8,655.00
Traf. Sigs.	178	52,498.00	44,623.00	----	7,875.00
TOTAL		$ 9,801,942.00	$ 9,031,393.00	$ 77,371.00	$ 693,178.00

Contract No. 9,729
Prefix: C326-1987
C326-1066

DCN:bkw

9429

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TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 2-25, 26	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER	2-8-88	County Multnomah
MODIFICATION NUMBER 7		Project Number IR-IX-5-6(102)303

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 28, 1983, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 9,236,777	$ 9,902,967
Federal funds	$ 8,422,158	9,030,890.00 aw $ ~~9,022,795~~ (044)
	88,403	93,668 (178)
Other revisions		

This modification is made for the following reasons:

To include increase in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 8th day of February, 1988.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Joseph N. Speight for

Manager, Program Section
(Title)

~~BY~~ For: Larry Rulien

State Highway Engineer
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JANUARY 22, 1988

FEDERAL AID PROJECT NO. IR-IX-5-6(102)303

GREELEY AVE. CONNECTION TO I-5 SECTION
PACIFIC HIGHWAY
MULTNOMAH COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE Y008
CHANNELIZATION (STA. "L" 308+87.38 TO "L" 353+50)
IR FUNDING (CITY MATCHING)

ITEM	UNIT	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temp. Plastic Safety Markers	EA	50.00	52	2,600.00	63	3,150.00
Furnishing & Placing Topsoil	CY	10.00	480	4,800.00	861	8,610.00
Treated Base Mixture	TON	8.65	30,600	264,690.00	32,773.41	283,490.00
Cement in Treated Base Mixture	TON	63.25	1,680	106,260.00	1,703.93	107,774.00
Class "B" Asphalt Conc. Mix.	TON	14.50	4,250	61,625.00	5,036.89	73,035.00
Cont. Reinforced Conc. Pavement	SY	26.00	2,085	54,210.00	2,261.00	58,786.00
8-inch Sewer Pipe	LF	11.20	604	6,764.80	1,129.00	12,644.80
12-inch Sewer Pipe	LF	12.54	5,184	65,007.36	5,540.93	69,483.36
15-inch Sewer Pipe	LF	16.97	1,550	26,303.50	1,669.97	28,339.50
21-inch Sewer Pipe	LF	17.10	346	5,916.60	367.98	6,292.60
Concrete Manholes	EA	1,236.00	27	33,372.00	28	34,608.00
Conc. Inlets, Type G-2M	EA	335.00	1	335.00	3	1,005.00
8-inch Drain Pipe	LF	4.54	4,000	18,160.00	4,234.80	19,226.00
Gravel in Drains	CY	16.85	320	5,392.00	389.25	6,559.00

Concrete Walks	SF	8.65	5,050	43,682.50	5,225.00	45,196.25
Concrete Driveways	SY	10.95	130	1,423.50	230.36	2,522.50
Concrete Curbs	LF	3.30	5,150	16,995.00	5,350.90	17,658.00
Concrete Barrier	LF	11.20	12,500	140,000.00	8,735.00	97,832.00
Adjusting Manholes	EA	322.00	9	2,898.00	23	7,406.00
Struct. Excavation for Wall E	CY	6.00	200	1,200.00	281	1,686.00
Concrete in Wall "E"	CY	148.739	230	34,209.97	281	41,795.66
Conc. in Gravity Walls	CY	143.774	53	7,620.02	67.70	9,733.02
Reinforcement in Wall E	LB	0.40	8,100	3,240.00	8,656	3,462.00
Roadside Seeding & Mulching	ACRE	650.00	2	1,300.00	4.25	2,762.00
Substitute Pole Base (PA #4A)	EACH	535.00	-----	-----	5	2,675.00
Sub-Excav. Wall "C" Ftg. (PA #9A)	CY	4.50	-----	-----	290	1,305.45
Repair Brick Sewer (PA #12A)	LS	1,000.00	-----	-----	100%	1,000.00
Construct "T" Top Manhole (PA #12B)	LS	3,000.00	-----	-----	100%	3,000.00
Excavate Behind Wall "C" (PA #19A)	CY	8.00	-----	-----	2,629.30	21,034.40
Mob Preboring Equip. (PA #20C)	LS	2,400.00	-----	-----	100%	2,400.00
Rem. Const. Base & Re-install Lt. Pole (PA #23A)	LS	2,777.00	-----	-----	100%	2,777.00
Const. Temp. NB Lt. Turn Refuge (PA #24A)	LS	738.00	-----	-----	100%	738.00

Furnish & Place Pea Gravel (PA #26A)	CY	25.00	-----	-----	25	625.00
Furnish & Install CL-6R Fence Mr. Wall (PA #27A)	LF	15.00	-----	-----	265	3,975.00
Furnish & Install CL-6R Fence in Line (PA #27B)	LF	12.00	-----	-----	778	9,336.00
Salvage & Install CL-6R Fence (PA #27C)	LF	9.00	-----	-----	203	1,827.00
Install 14-ft. Double Gates (PA #27D)	EACH	600.00	-----	-----	2	1,200.00
Concrete Barrier (PA #29A)	LF	11.20	-----	-----	114	1,276.80
Const. Special Barrier Trans. G 195+50 (PA #37B)	LS	600.00	-----	-----	100%	600.00
Const. Light Pole Base G 188+50 Rt. (PA #38A)	LS	763.00	-----	-----	100%	763.00
Furn. & Install Manholes (PA #50)	LS	927.00	-----	-----	100%	927.00
Doublewall Footing and Modif. (PA #53B)	LS	29,535.79	-----	-----	100%	29,535.79
Furnish & Place Fabric (PA #53E)	SY	1.25	-----	-----	3,287.89	4,109.86
Claim Settlement (PA #54A)	LS	55,000.00	-----	-----	100%	55,000.00
Interest Due (PA #54B)	LS	10,000.00	-----	-----	100%	10,000.00
Claim Settlement (PA #56) (City Share)	LS	540,000.00	-----	-----	-----	486,262.00

Asphalt Escalation June (Adj. #1A)	LS	971.19	-----	-----	-----	971.19
Time Extension (Adj. #7A)	Day	600.00	-----	-----	62	37,200.00
Time Extension (Adj. #15)	Day	600.00	-----	-----	10	6,000.00
Temp. Stripe & Removal of Stripes (FA #1)	---	-----	75%	3,900	75%	19,318.97
Sewer Work @ Bts. 5 & 9 Br. 16358 (FA #2)	---	-----	-----	-----	-----	2,247.66
Adj. Traffic Sig. (FA #3)	---	-----	-----	-----	-----	1,006.71
Const. Corbel Beam (FA #4)	---	-----	-----	-----	-----	1,013.72
Granular Backfill Wall C Ftg. (FA #5)	---	-----	-----	-----	-----	4,945.75
Reconstruct City Sewer Manholes (FA#7)	---	-----	-----	-----	-----	17,699.25
Install 12 Transformer Bases (FA #9)	---	-----	-----	-----	-----	3,978.06
Integrate Illumination Circuits (FA #12)	---	-----	-----	-----	-----	1,488.55
Reconst. Manholes Repair Lines (FA #13)	---	-----	-----	-----	-----	16,669.45
Constr. New Pole Base W/Conduit Wiring (FA #14)	---	-----	-----	-----	-----	2,318.09
Repair Soft Spots (FA #18)	---	-----	-----	-----	-----	5,969.44

Exploratory Work at Doublewall A (FA #19)	---	-----	-----	-----	-----	2,727.46
Added Drainage in Waste Area "IN" 200 Rt. (FA #20)	---	-----	-----	-----	-----	9,125.63
Repair Wall E Footing (FA #23)	---	-----	-----	-----	-----	1,635.44
Remove & Replace AC Shoulders on I-5 (FA #24)	---	-----	-----	-----	-----	13,399.47
Clear & Grubbing & Danger Tree Removal (FA #25)	---	-----	-----	-----	-----	2,750.25
Furnish, Install & Remove Temp. Const. Sign (FA #26)	---	-----	-----	-----	-----	2,650.44
Traf. Sig. Modification (FA #27)	---	-----	-----	-----	-----	1,800.60
Remove & Replace Portions of Conc. Islands (FA #28)	---	-----	-----	-----	-----	706.45
Adjust City Water Facil. (SFO #3)	---	-----	90,000.00	-----	-----	87,940.08
			$1,001,905.25			$1,827,346.65

Increase	$ 825,441.40
Subtotal as on estimate of November 6, 1987	4,325,434.14
Subtotal	$5,150,875.54
Engineering	531,124.46
Total	$5,682,000.00

TYPE CODE X921
ELLIOTT SCHOOL BRIDGE NO. 8782A
IR FUNDING (CITY MATCHING)

ITEM	UNIT	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Structure Excav.	CY	$ 10.00	170	$ 1,700.00	337.20	$ 3,372.00

Reinforced Conc. Br. End Panels	SY	61.30	50	3,065.00	124	7,601.20	
Type "G" Conc. Rail	LF	46.051	550	25,328.05	605.80	27,897.70	
Revise Piling @ Br. No. 8782A (PA #5A)	LS	1,057.00	---	---	100%	1,057.00	
Seal Pier Cap Joints Br. No. 8782A (PA #13A)	EACH	133.00	---	---	7	931.00	
				$ 30,093.05		$ 49,636.75	
						(Subtotal) Increase	$ 10,765.85

TYPE CODE X981
OFF-RAMP TO GREELEY BRIDGE NO. 16358 (UNITS 1 & 2)

90'/95' Type IV Prestress Beams	EACH	7,065.00	12	84,780.00	13	91,845.00	
Concrete Slope Paving	SY	31.50	115	3,622.50	164.3	5,175.45	
Rev. Pile Driving (PA #35)	LS	4,500.00	---	---	100%	4,500.00	
St. Conc. Adjustment (Adj. #2B)	CY	380.4154	---	---	5.3	2,016.20	
Reinfocement Adjustment (Adj. #3A)	LB	0.3446	---	---	1,979.20	682.03	
St. Steel Adjustment (Adj. #3C)	LB	0.8408	---	---	6,341.00	5,331.51	
				$88,402.50		$109,550.19	
						(Subtotal) Increase	$ 21,147.69

TYPE CODE X281
OFF-RAMP TO GREELEY (BRIDGE NO. 16534)
ALTERNATE "A"

Type G Concrete Rail	LF	47.60	480	22,848.00	560.3	26,670.28	
				$22,848.00		$ 26,670.28	
						(Subtotal) Increase	$ 3,822.00

TYPE CODE X981
ON-RAMP FROM GREELEY BRIDGE NO. 16535 (UNIT 1)
ALTERNATE "A"

Expansion Joints Single Seal	LF	137.00	78	10,686.00	88.50	12,124.50
Install Two Access Holes (PA #16A)	LS	774.00	---	---	100%	774.00
Strip Forms in Two Box Girder Cells (PA #16B)	LS	900.00	---	---	100%	900.00
Splice Piles Over 40-Ft. (PA #20E)	EACH	109.00	---	---	5	545.00
Furnish & Dr. Pile Shells Over 40-Ft. (PA #20F)	LF	15.85	---	---	107.8	1,708.63
Armored Corner & Thicken Deck (PA #43A)	LS	1,481.00	---	---	100%	1,481.00
Reinforcement Adjustment (Adj. #4B)	LB.	0.382	---	---	1,712.80	654.29
Coated Reinforcement (Adj. #5B)	LB.	0.561	---	---	2,525.90	1,417.03
Add Rebar Bts. 3 & 5 (FA #16)	---	---	---	---	---	1,147.14
				$10,686.00		$20,751.59

(Subtotal) Increase $ 10,065.59

TYPE CODE X981
ON-RAMP FROM GREELEY BRIDGE NO. 16535 (UNIT 2)
ALTERNATE "A"

Type "G" Concrete Rail	LF	48.10	470	22,607.00	517	24,867.70
Temp. Stripe & Removal of Stripe (FA #1)	---	---	24%	1,248.00	24%	6,182.07
				$23,855.00		$31,049.77

(Subtotal) Increase $ 7,194.77

Subtotal All Bridge Increases	$ 52,995.90
Subtotal from Estimate on October 11, 1983 Alternate "A"	2,566,419.68
Subtotal	$2,619,415.58
Engineering	320,584.42
Total	$2,940,000.00

TYPE CODE Y031
TRAFFIC SIGNALS IR FUNDING (CITY MATCHING)

Total as on Estimate of October 11, 1983	$ 64,164.00

TYPE CODE Y008
CONCRETE RESURFACING ETC. IR FUNDING (STATE MATCH)

Expansion Joints Unarmored	LF	13.90	990	13,761.00	1,201.1	16,695.29
Find Claim Settlement (PA #56)	LS	540,000.00	---	---	---	47,096.00
Repair Armored Corners L337-345 (FA #21)	---	---	---	40,000.00	---	85,747.36
Class 3 Deck Preparation (FA #22)	---	---	---	---	---	14,475.80
				$53,761.00		$164,014.45

Increase	$ 110,253.45
Subtotal from Estimate on January 2, 1987	802,142.56
Subtotal	$ 912,396.01
Engineering	82,083.99
Total	$ 994,480.00

TYPE CODE Y008
CHANNELIZATION IX FUNDING (CITY MATCHING)

Asphalt Cement in Mixture	Ton	158.00	45	7,110.00	82.86	13,091.88
Temp. Stripe & Removal of Stripe	---	---	1%	52.00	1%	257.58
				$ 7,162.00		$13,348.88

Increase	$ 6,186.88
Subtotal from Estimate on October 11, 1983	45,786.15
Subtotal	$ 51,973.03
Engineering	5,726.97
Total	$ 57,700.00

TYPE CODE Y031
TRAFFIC SIGNALS IX FUNDING (CITY MATCHING)

Total as on Estimate of October 11, 1983 $ 52,498.00

Length of Roadway ----------- 0.00 mi.
Length of Structure --------- 0.493 mi.

WORK RETAINED IN ~~PROGRAM~~ Reserve

Temporary Concrete Barrier	All Required	$ 22,500.00
Permanent Concrete Barrier	All Required	64,000.00
Signs for Signal (IR 55%)(IX 45%)	All Required	500.00
Electrical Service for Illumination (IR 100%)	All Required	10,000.00
Bikeway Signs & Signals	All Required	500.00
	Subtotal	$ 97,500.00
	Engineering	14,625.00
	Total	$ 112,125.00

SUMMARY OF FUNDS (044-92.22%)(178-85%)

Description	Appn Code	Sub. Job	Total Cost	Federal Funds	State Funds	City Funds
Channel.	044	011	$5,682,000.00	$5,239,940.00	$ ---	$ 442,060.00
Structures	044	011	2,940,000.00	2,711,268.00	---	228,732.00
Traf. Sig.	044	011	64,164.00	59,172.00	---	4,992.00
Conc. Resur.	044	011	994,480.00	917,109.00	77,371.00	---
Channel.	178	021	57,700.00	49,045.00	---	8,655.00
Traf. Sig.	178	021	52,498.00	44,623.00	---	7,875.00
Subtotal			$9,790,842.00	$9,021,157.00	$ 77,371.00	$ 692,314.00
Reserve	044	011	112,125.00	95,306.00	---	16,819.00
Total			$9,902,967.00	$9,116,463.00	$ 77,371.00	$ 709,133.00

044 - 92.22%

103,401.00

Sub. Job 010: 0%; Sub. Job 011: 98%; Sub. Job 020 = 0%; Sub. Job 021 = 1%
Sub. Job 081 = 1%
Contract No. 9,729
Prefix: C326-1987
Prefix: C326-1066

DDB/RCL:bkw me

9729

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 11-105 PROJECT REPORT NUMBER MODIFICATION NUMBER 6	U.S. Department of Transportation **Federal Highway Administration** **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 11-17-87	Form Approved; O M B No. 04-R2089 State Oregon County Multnomah Project Number IR-IX-5-6(102)303

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 28, 19 83, is hereby modified as follows:

	Former amount	Revised amount	
Estimated total cost of project	$ 9,216,395	$ 9,236,777	
Federal funds	$ 8,403,362	$ 8,422,158	(044)
	88,403	88,403	(178)
Other revisions			

This modification is made for the following reasons: To include increases in construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 19TH day of NOV, 19 '87.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Cam Gilmour

Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By ______________________

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon November 6, 1987

Federal-Aid Project No. IR-IX-5-6(102)303

Greeley Ave. Connection to I-5 Section
Pacific Highway
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code Y008
Channelization (Sta. "L" 308+87.38 to Sta. "L" 353+50)
IR Funding (City Matching)

Subtotal as on estimate of September 29, 1987		$4,325,434.14
	Engineering	649,565.86
	Total	$4,975,000.00

Type Code X921, X981, and X281
Structures (Bridge No. 8782A, 16358, 16534, and 1635 Unit 1 & 2)

Subtotal as on estimate of October 11, 1983, Alternate "A"		$2,566,419.68
	Engineering	384,962.32
	Total	$2,951,382.00

Type Code Y008
Concrete Resurfacing Etc., IR Funding (State Match)

Total as on estimate of January 2, 1987	$ 886,226.00

Type Code Y008
Channelization IX Funding (City Matching)

Total as on estimate of October 11, 1983	$ 51,507.00

Type Code Y031
Traffic Signals IX Funding (City Matching)

Total as on estimate of October 11, 1983	$ 52,498.00
Length of Roadway	0.00 mi.
Length of Structure	0.493 mi.

Work Retained in Program

Total as on estimate of October 11, 1983	$ 256,000.00

SUMMARY OF FUNDS (044-92.22%)(178-85%)

Description	Group	Appn Code	Total Cost	Federal Funds	State Funds	City Funds
Channel.	1	044	$4,975,000.00	$4,587,945.00	$ ---	$ 387,055.00
Structures	1	044	2,951,382.00	2,721,764.00	---	229,618.00
Traf. Sig.	1	044	64,164.00	59,172.00	---	4,992.00
Conc. Resur.	1	044	886,226.00	817,277.00	68,949.00	---
Channel.	2	178	51,507.00	43,780.00	---	7,727.00
Traf. Sig.	2	178	52,498.00	44,623.00	---	7,875.00
Subtotal			$8,980,777.00	$8,274,561.00	$ 68,949.00	$ 708,267.00
Reserve			256,000.00	236,000.00	---	20,000.00
Total			$9,236,777.00	$8,510,561.00	$ 68,949.00	$ 728,267.00

Group 1 = 98%; Group 2 = 1%; Group 8 = 1%
Contract No. 9729
Prefix: 326-1987
Prefix: 326-1066
RLC:bkw

Greeley Ave. Conn. to I-5
Nonparticipating-State Work

State Responsibility for Damages All Required $ 6,000.00

9729 d

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 10-146

PROJECT REPORT NUMBER

MODIFICATION NUMBER 5

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

10 [illegible] 87

Form Approved; O M B No. 04-R2089

State Oregon

County Multnomah

Project Number IR-IX-5-6(102)303

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 28, 19 83, is hereby modified as follows:

	Former amount	Revised amount	
Estimated total cost of project	$ 9,167,617	$ 9,216,395	
Federal funds	$ 8,358,379	$ 8,403,362	(044)
	88,403	88,403	(178)
Other revisions			

This modification is made for the following reasons: To include increases in construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 28TH day of OCT, 19 '87.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Cam Gilmour

Manager, Program Section
(Title)

For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon October 20, 1987

Federal-Aid Project No. IR-IX-5-6(102)303

Greeley Ave. Connection to I-5 Section
Pacific Highway
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code Y008
Channelization (Sta. "L" 308+87.38 to Sta. "L" 353+50)
IR Funding (City Matching)

Total as on estimate of Sept. 29, 1987 $ 4,970,000.00

Type Code X921, X981, and X281
Structures (Bridge No. 8782A, 16358, 16534, and 1635 Unit 1 & 2) mi.

Subtotal as on estimate of October 11, 1983, Alternate "A"		$ 2,566,419.68
	Engineering	369,580.32
	Total	$ 2,936,000.00

Type Code Y008
Concrete Resurfacing Etc., IR Funding (State Match)

Total as on estimate of January 2, 1987 $ 886,226.00

Type Code Y008
Channelization IX Funding (City Matching)

Total as on estimate of October 11, 1983 $ 51,507.00

Type Code Y031
Traffic Signals IX Funding (City Matching)

Total as on estimate of October 11, 1983 $ 52,498.00

Length of Roadway	0.00 mi.
Length of Structure	0.493 mi.

Work Retained in Program

Total as on estimate of October 11, 1983 $ 256,000.00

SUMMARY OF FUNDS (044-92.22%)(178-85%)

Description	Group	Appn Code	Total Cost	Federal Funds	State Funds	City Fund
Channel.	1	044	$ 4,970,000.00	$ 4,583,334.00	$ ---	$ 386,666.00
Structures	1	044	2,936,000.00	2,707,579.00	---	228,421.00
Traf. Sig.	1	044	64,164.00	59,172.00	---	4,992.00
Conc. Resur.	1	044	886,226.00	817,277.00	68,949.00	---
Channel.	2	178	51,507.00	43,780.00	---	7,727.00
Traf. Sig.	2	178	52,498.00	44,623.00	---	7,875.00
Subtotal			$ 8,960,395.00	$ 8,255,765.00	$ 68,949.00	$ 635,681.00
Reserve			256,000.00	236,000.00	---	20,000.00
Total			$ 9,216,395.00	$ 8,491,765.00	$ 68,949.00	$ 655,681.00

Group 1 = 98%; Group 2 = 1%; Group 8 = 1%
Contract No. 9729
Prefix: 326-1987
Prefix: 326-1066
RLC:bkw

Greeley Ave. Conn. to I-5
Nonparticipating-State Work

State Responsibility for Damages	All Required	$ 6,000.00

9727

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	
MONTHLY TRANSACTION NUMBER	10-90
PROJECT REPORT NUMBER	
MODIFICATION NUMBER	4

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

10-8-87

State	Oregon
County	Multnomah
Project Number	IR-IX-5-6(102)303

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 11, 1983, is hereby modified as follows:

	Former amount	Revised amount	
Estimated total cost of project	$ 9,067,808.00	$ 9,167,617.00	
Federal funds	8,266,335.00	8,358,379.00	(044)
	$ 88,403.00	$ 88,403.00	(178)
Other revisions			

This modification is made for the following reasons: To include increases in construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 8 TH day of OCT, 19 87

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Cam Gilmore

Manager, Program Section
(Title)

~~By~~ For: Larry Rulien

State Highway Engineer
(Title)

By ____________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

★ U.S. GOVERNMENT PRINTING OFFICE: 1986 -491-818/46154

Oregon State Highway Division
Salem, Oregon September 29, 1987

Federal-Aid Project No. IR-IX-5-6(102)303

Greeley Ave. Connection to I-5 Section
Pacific Highway
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code Y008
Channelization (Sta. "L" 308+87.38 to Sta. "L" 353+50)
IR Funding (City Matching)

Subtotal from estimate of August 14, 1987	$ 4,325,434.14
Subtotal	$ 4,325,434.14
Engineering	590,708.42
Total	$ 4,970,000.00

Type Code X921, X981, X281
Structures (Bridge No. 8782A, 16358, 16534, & 1635 Unit 1 & 2)

Total as on estimate of October 11, 1983	$ 2,887,222.00

Type Code Y008
Concrete Resurfacing Etc., IR Funding (State Match)

Total as on estimate of January 2, 1987	$ 886,226.00

Type Code Y008
Channelization IX Funding (City Matching)

Total as on estimate of October 11, 1983	$ 51,507.00

Type Code Y031
Traffic Signals IX Funding (City Matching)

Total as on estimate of October 11, 1983	$ 52,498.00
Length of Roadway	0.00 mi.
Length of Structures	0.493 mi.

Work Retained in Program

Total as on estimate of October 11, 1983	$ 256,000.00

SUMMARY OF FUNDS (044-92.22%)(178-85%)

Description	Group	Appn Code	Total Cost	Federal Funds	State Funds	City Funds
Channel.	1	044	5,226,000.00 ~~$ 4,970,000.00~~	4819,334.00 ~~$ 4,583,334.00~~	$ ---	$ 386,666.00
Structures	1	044	2,887,222.0U	2,662,596.00	---	224,626.00
Traf. Sig.	1	044	64,164.00	59,172.00	---	4,992.00
Conc. Resur.	1	044	886,226.00	817,277.00	68,949.00	---
Channel.	2	178	51,507.00	43,780.00	---	7,727.00
Traf. Sig.	2	178	52,498.00	44,623.00	---	7,875.00
Subtotal			$ 8,911,617.00	$ 8,210,782.00	$ 68,949.00	$ 631,886.00
~~Reserve~~		~~044~~	~~256,000.00~~	~~236,000.00~~	---	20,000.00
Total			$ 9,167,617.00	$ 8,446,782.00	$ 68,949.00	$ 651,886.00

Group 1 = 98%; Group 2 = 1%; Group 8 = 1%
Contract No. 9729
Prefix: 326-1987
Prefix: 326-1066
RLC:bkw

Greeley Ave. Conn. to I-5
Nonparticipating-State Work

State Responsibility for Damages	All Required	$ 6,000.00

9729

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 8-140		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Multnomah
MODIFICATION NUMBER 3	8-21-87	Project Number IR-IX-5-6(102)303

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 11, 1983, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 9,013,951.00	$ 9,067,808.00
Federal funds	$ 8,216,668.00 88,403.00	$ 8,266,335.00 (044) 88,403.00 (178)
Other revisions		

This modification is made for the following reasons:

To include increases in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 21 ST day of AUG, 19'87.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Joseph H. Speight for
Manager, Program Section
(Title)

~~By~~ For: Larry Rulien
State Highway Engineer
(Title)

By ______________________
____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon August 14, 1987

Federal-Aid Project No. IR-IX-5-6(102)303

Greeley Ave. Connection to I-5 Section
Pacific Highway
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code Y008
Channelization (Sta. "L" 308+87.38 to Sta. "L" 353+50)
IR Funding (City Matching)

ITEM	UNIT	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
12-inch Sewer Pipe	Lin. Ft.	$12.54	5,184	$ 65,007.36	5,800	$ 72,732.00
Concrete Barrier	Lin. Ft.	11.20	8,735	97,832.00	12,854	143,964.80
				$162,839.36		$216,696.80

Increase	$ 53,857.44
Subtotal from Estimate of January 2, 1987	4,325,434.14
Subtotal	$4,379,291.58
Engineering	490,899.42
Total	$4,870,191.00

Type Code X921, X981, X281
Structures (Bridge No. 8782A, 16358, 16534 & 1635 Unit 1 & 2)

Total as on Estimate of October 11, 1983	$2,887,222.00

Type Code Y008
Concrete Resurfacing, Etc., IR Funding (State Match)

Total as on Estimate of January 2, 1987	$ 886,226.00

Type Code Y008
Channelization IX Funding (City Matching)

Total as on Estimate of October 11, 1983	$ 51,507.00

Type Code Y031
Traffic Signals IX Funding (City Matching)

Total as on Estimate of October 11, 1983 $ 52,498.00

Length of Roadway -------------------- 0.00 mi.
Length of Structures ---------------- 0.493 mi.

Work Retained in Program

Total as on Estimate of October 11, 1983 $ 256,000.00

SUMMARY OF FUNDS (044-92.22%)(178-85%)

Description	Group	Appn Code	Total Cost	Federal Funds	State Funds	City Funds
Channelization	1	044	$4,870,191.00	$4,491,290.00	$ ---	$378,901.00
Structures	1	044	2,887,222.00	2,662,596.00	---	224,626.00
Traffic Signal	1	044	64,164.00	59,172.00	---	4,992.00
Concrete Resurf.	1	044	886,226.00	817,277.00	68,949.00	---
Channelization	2	178	51,507.00	43,780.00	---	7,727.00
Traffic Signal	2	178	52,498.00	44,623.00	---	7,875.00
SUBTOTAL			$8,811,808.00	$8,118,738.00	$68,949.00	$624,121.00
Reserve		044	256,000.00	236,000.00	---	20,000.00
Total			$9,067,808.00	$8,354,738.00	$68,949.00	$644,121.00

Group 1 = 98%; Group 2 = 1%; Group 8 = 1%
Contract No. 9729
Prefix: 326-1987
Prefix: 326-1066

RLC:me

Greeley Ave. Conn. to I-5
Nonparticipating - State Work

State Responsibility for Damages All Required $ 6,000.00

9729

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	State Oregon
MONTHLY TRANSACTION NUMBER 1-93		County Multnomah
PROJECT REPORT NUMBER		Project Number IR-IX-5-6(102)303
MODIFICATION NUMBER 2		

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

1-16-87

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 11, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 8,740,047.00	$ 9,011,951.00
Federal funds	$ 7,964,073.00	$ 8,216,668.00 (044)
Other revisions	88,403.00	88,403.00 (178)

This modification is made for the following reasons: To include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 15TH day of JAN, 19 '87

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JANUARY 2, 1987

FEDERAL AID PROJECT NO. IR-IX-5-6(102)303

GREELEY AVE. CONNECTION TO I-5 SECTION
PACIFIC HIGHWAY
MULTNOMAH COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE Y008
CHANNELIZATION (STA. "L" 308+87.38 TO STA. "L" 353+50)
IR FUNDING (CITY MATCHING)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temporary Signs	$ 40.60	645	$26,187.00	1,016	$41,249.60
Embankment in Place	3.00	50,300	150,900.00	60,300	180,900.00
Class C Asphalt Concrete Mix	14.50	4,800	69,600.00	6,304	91,408.00
Str. Exc. Wall A Modification	6.50	---	---	2,000	13,000.00
Furn. Special Backfill Wall "D"	4.37	---	---	9,000	39,330.00
Concrete Wall A Footing Mod.	---	---	---	---	37,800.00
Furn. & Place Base Rock	12.00	---	---	2,955	35,460.00
Furn. & Place Special Wall Backfill	7.00	---	---	7,325	51,275.00
			$246,687.00		$490,422.60

Increase	$ 243,735.60
Subtotal from estimate of Nov. 10, 1986	4,081,698.54
Subtotal	$4,325,434.14
Engineering	490,899.86
Total	$4,816,334.00

TYPE CODE X921, X981, X281
STRUCTURES (BRIDGE NO. 8782A,16358,16534, & 1635 UNIT 1 & 2)

Total as on estimate of October 11, 1983	$2,887,222.00

TYPE CODE Y008
CONCRETE RESURFACING, ETC. IR FUNDING (STATE MATCH)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Class I Prep.	$ 2.40	24,745	$59,388.00	31,688	$76,051.20
Construct Laxtex-Modified Conc. Surfacing	3.75	28,620	107,325.00	31,688	118,830.00
			$166,713.00		$194,881.20

Increase	$ 28,168.20
Subtotal from estimate of Nov. 10, 1986	773,974.36
Subtotal	$ 802,142.56
Engineering	84,083.44
Total	$ 886,226.00

TYPE CODE Y008
CHANNELIZATION IX FUNDING (CITY MATCHING)

Total as on estimate of October 11, 1983	$ 51,507.00

TYPE CODE Y031
TRAFFIC SIGNALS IX FUNDING (CITY MATCHING)

Total as on estimate of October 11, 1983	$ 52,498.00

Length of Roadway	0.00 mi.
Length of Structures	0.493 mi.

WORK RETAINED IN PROGRAM

Total as on estimate of October 11, 1983	$ 256,000.00

SUMMARY OF FUNDS (044-92.22%)(178-85%)

Description	Group	Appn Code	Total Cost	Federal Funds	State Funds	City Funds
Channelization	1	044	$4,816,334.00	$4,441,623.00	$ ---	$ 374,711.00
Structures	1	044	2,887,222.00	2,662,596.00	---	224,626.00
Traffic Signal	1	044	64,164.00	59,172.00	---	4,992.00
Concrete Resurf.	1	044	886,226.00	817,277.00	68,949.00	---
Channelization	2	178	51,507.00	43,780.00	---	7,727.00
Traffic Signal	2	178	52,498.00	44,623.00	---	7,875.00
Subtotal			$8,757,951.00	$8,069,071.00	$ 68,949.00	$ 619,931.00
Reserve		044	256,000.00	236,000.00	---	20,000.00
Total			$9,013,951.00	$8,305,071.00	$ 68,949.00	$ 639,931.00

Group 1 = 98%; Group 2 = 1%; Group 8 = 1%
Contract No. 9729
Prefix: 326-1987
Prefix: 326-1066
RLC:bkb

GREELEY AVE. CONN. TO I-5
NONPARTICIPATING - STATE WORK

State Responsibility for Damages	All Required	$ 6,000.00

1731

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	State Oregon
MONTHLY TRANSACTION NUMBER 11-249		County Multnomah
PROJECT REPORT NUMBER		Project Number IR-IX-5-6(102)303
MODIFICATION NUMBER 1		

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

11 17

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on October 11, 19 83,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 8,468,241	$ 8,740,047
Federal funds	$ 7,713,414 88,403	$ 7,964,073 (044) 88,403 (178)
Other revisions		

This modification is made for the following reasons:

To include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 18TH day of NOV, 19 [illegible]

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Donald L Prout
for
Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

Oregon State Highway Division
Salem, Oregon November 10, 1986

Federal-Aid Project No. IR-IX-5-6(102)303

Greeley Ave. Connection to I-5 Section
Pacific Highway
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code Y008
Channelization (Sta. "L" 308+87.38 to STa. "L" 353+50)
IR Funding (City Matching)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Concrete Barrier	$ 11.20	8,735	$97,832.00	12,500	$140,000.00
Backfill Behind Wall "C" (PA #19B)	9.00	---	---	3,674	33,066.00
Furnish & Drive Pile Shells First 40-ft. (PA #20B)	734.00	---	---	108	79,272.00
			$97,832.00		$252,338.00

Increase	$ 154,506.00
Subtotal from Estimate of October 11, 1983	3,927,192.54
Subtotal	$4,081,698.54
Engineering	490,899.46
Total	$4,572,598.00

Type Code X921, X981, X281
Structures (Bridge No. 8782A; 16358; 16534 & 16535 Unit 1 & 2)
IR Funding (City Matching)

Total as on Estimate of October 11, 1983	$2,887,222.00

Type Code Y008
Concrete Resurfacing, etc. IR Funding (State Match)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Furnish Latex-Modified Concrete	$230.00	1,590	$365,700.00	2,100	$483,000.00
			$365,700.00		$483,000.00

Increase	$ 117,300.00
Subtotal from Estimate of October 11, 1983	656,674.36
Subtotal	$ 773,974.36
Engineering	82,083.64
Total	$ 856,058.00

Type Code Y008
Channelization IX Funding (City Matching)

Total as on Estimate of October 11, 1983 $ 51,507.00

Type Code Y031
Traffic Signals IX Funding (City Matching)

Total as on Estimate of October 11, 1983 $ 52,498.00

Length of Roadway ------------------- 0.00 mi.
Length of Structures ---------------- 0.493 mi.

WORK RETAINED IN PROGRAM

Total as on Estimate of October 11, 1983 $ 256,000.00

SUMMARY OF FUNDS (044-92.22%)(178-85%)

Description	Group	Appn Code	Total Cost	Federal Funds	State Funds	City Funds
Channelization	1	044	$4,572,598.00	$4,216,849.00	$ ---	$355,749.00
Structures	1	044	2,887,222.00	2,662,596.00	---	224,626.00
Traffic Signal	1	044	64,164.00	59,172.00	---	4,992.00
Concrete Resurfacing	1	044	856,058.00	789,456.00	66,602.00	---
Channelization	2	178	51,507.00	43,780.00	---	7,727.00
Traffic Signal	2	178	52,498.00	44,623.00	---	7,875.00
SUBTOTAL			$8,484,047.00	$7,816,476.00	$66,602.00	$600,969.00
Reserve			256,000.00	236,000.00	---	20,000.00
TOTAL			$8,740,047.00	$8,052,476.00	$66,602.00	$620,969.00

Group 1 = 98%; Group 2 = 1%; Group 8 = 1%
Contract No. 9729
Prefix: 326-1987
Prefix: 326-1066

RLC:me

GREELEY AVE. CONN. TO I-5
NONPARTICIPATING - STATE WORK

State Responsibility for Damages	All Required	$ 6,000.00

[illegible]

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 11-249 + 250	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	State: Oregon County: Multnomah Project No.: IR-IX-5-5(102)303

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Greeley Ave. Connection to I-5 (Portland)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-24-83	
OTHER *(Specify)*		

FUNDS PRO RATA 92.22% & 85.00%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 8,364,236.00 (044) 104,005.00 (178)	$ 7,713,414.00 88,403.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By Gary A Potts
Manager, Program Section
(Title)
XXX For: H.S. Coulter, P.E.
State Highway Engineer
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: Dale E. Wilken
Date executed by Division Administrator NOV 2[illegible] 1983

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON October 11, 1983

FEDERAL AID PROJECT NO. IR-IX-5-6(102)303

GREELEY AVE. CONNECTION TO I-5 SECTION
PACIFIC HIGHWAY
MULTNOMAH COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE Y008
CHANNELIZATION (Sta. "L" 308+87.38 to Sta. "L" 353+50)
IR FUNDING (CITY MATCHING)

Mobilization	99%	All Required		$ 694,291.95
Temporary Protection and Direction of Traffic	98%	All Required		98,000.00
Temporary Signs	645	Sq. Ft.	40.60	26,187.00
Temporary Barricades	19	Each	124.00	2,356.00
Temporary Guard Rail, Type 1A	1,075	Lin. Ft.	37.00	39,775.00
Temporary Concrete Barrier, Reflectorized	8,175	Lin. Ft.	11.20	91,560.00
Moving Temporary Concrete Barrier	15,395	Lin. Ft.	1.80	27,711.00
Temporary Plastic Safety Markers	52	Each	50.00	2,600.00
Temporary Illumination		All Required		115,000.00
Temporary Traffic Signal Installation		All Required		110,000.00
Temporary Reflective Pavement Markers	775	Each	3.00	2,325.00
Sequential Arrow Signs	2	Each	6,000.00	12,000.00
Flagmen	1,900	Hour	11.50	21,850.00
Clearing and Grubbing		All Required		6,000.00
Removal of Structures and Obstructions	98%	All Required		9,800.00
Embankment in Place	50,300	Cu. Yd.	3.00	150,900.00
Trench Excavation	6,790	Cu. Yd.	8.25	56,017.50
Finishing Roadbed and Slopes		All Required		6,000.00
Furnishing and Placing Topsoil	480	Cu. Yd.	10.00	4,800.00
Watering	260	M-Gal	10.00	2,600.00
Treated Base Mixture	30,600	Ton	8.65	264,690.00
Cement in Treated Base Mixture	1,680	Ton	63.25	106,260.00
1"-0 Aggregate Base	730	Ton	9.50	6,935.00
Class "B" Asphalt Concrete Mixture	4,250	Ton	14.50	61,625.00
Class "C" Asphalt Concrete Mixture	4,100	Ton	14.50	59,450.00
Asphalt Cement in Mixture	500	Ton	158.00	79,000.00
Asphalt in Tack Coat	11	Ton	240.00	2,640.00
Continuously Reinforced Concrete Pavement	2,085	Sq. Yd.	26.00	54,210.00
Reinforced Concrete Pavement	215	Sq. Yd.	29.40	6,321.00
Pavement Terminal Anchors	24	Lin. Ft.	32.00	768.00

Terminal Expansion Joints	12	Lin. Ft.	66.00	792.00
8-inch Sewer Pipe	604	Lin. Ft.	11.20	6,764.80
12-inch Sewer Pipe	5,184	Lin. Ft.	12.54	65,007.36
15-inch Sewer Pipe	1,550	Lin. Ft.	16.97	26,303.50
18-inch Sewer Pipe	502	Lin. Ft.	15.37	7,715.74
21-inch Sewer Pipe	346	Lin. Ft.	17.10	5,916.60
30-inch Sewer Pipe	300	Lin. Ft.	28.41	8,523.00
Extra for Pipe Under Pavement	1,295	Lin. Ft.	11.72	15,177.40
Concrete Manholes	27	Each	1,236.00	33,372.00
Special Concrete Manholes	1	Each	2,471.00	2,471.00
Concrete Inlets, Type D	2	Each	335.00	670.00
Concrete Inlets, Type G-2	27	Each	325.00	8,775.00
Concrete Inlets, Type G-2M	1	Each	335.00	335.00
Concrete Inlets, Type P	45	Each	270.00	12,150.00
8-inch Drain Pipe	4,000	Lin. Ft.	4.54	18,160.00
Gravel in Drains	320	Cu. Yds.	16.85	5,392.00
Guard Rail, Type 1	313	Lin. Ft.	11.00	3,443.00
Guard Rail Anchors, Type 1	2	Each	375.00	750.00
Rail End Pieces, Type B	8	Each	50.00	400.00
CL-4R Chain Link Fence	710	Lin. Ft.	6.95	4,934.50
Concrete Walks	5,050	Sq. Yd.	8.65	43,682.50
Concrete Driveways	130	Sq. Yd.	10.95	1,423.50
Concrete Curbs	5,150	Lin. Ft.	3.30	16,995.00
Concrete Islands	250	Cu. Yd.	76.00	19,000.00
Concrete Barrier	8,735	Lin. Ft.	11.20	97,832.00
Adjusting Manholes	9	Each	322.00	2,898.00
Impact Attenuator, Hi-Dro Cushion Cells	3	Each	21,840.00	65,520.00

RETAINING WALLS

Retaining Wall "A"		All Required		298,100.00
Retaining Wall "B"		All Required		137,300.00
Retaining Wall "C"		All Required		246,400.00
Retaining Wall "D"		All Required		313,000.00
Retaining Wall "J"		All Required		8,850.00
Retaining Wall "MR"		All Required		48,100.00

WALL "E" AND GRAVITY WALLS

Structure Excavation for Wall "E"	200	Cu. Yd.	6.00	1,200.00
Structure Excavation for Gravity Walls	80	Cu. Yd.	6.00	480.00
Concrete in Wall "E"	230	Cu. Yd.	148.739	34,209.97
Concrete in Gravity Walls	53	Cu. Yd.	143.774	7,620.02
Reinforcement in Wall "E"	8,100	Lb.	0.40	3,240.00
Reinforcement in Gravity Walls	2,520	Lb.	0.40	1,008.00

SIGNING

Removal of Existing Sign Installations		All Required		1,100.00
Sign Support Footings	99%	All Required		20,790.80

Pipe Sign Posts	99%	All Required		1,485.00
Breakaway Sign Posts		All Required		1,100.00
Single Post Breakaways		All Required		750.00
Exit Number Sign Supports		All Required		300.00
Offset Sign Support		All Required		900.00
Single Post Slip Base Sign Supports		All Required		1,600.00
Mast Arm Support Sta. "IN" 191+50 Rt.		All Required		4,500.00
Modify Existing Sign Bridge, Sta. "L" 335+00		All Required		5,200.00
Modify Existing Sign Bridge, Sta. "L" 345+60 Rt.		All Required		9,600.00
Cantilever Sign Structure, Sta. "G" 185+30 Rt.		All Required		7,600.00
Cantilever Sign Structure, Sta. "GN" 212+40 Lt.		All Required		6,600.00
Cantilever Sign Structure, Sta. "L" 339+75 Lt.		All Required		10,900.00
Special Exit Sign Support Sta. "GN" 208+73		All Required		4,100.00
Structure Mounts		All Required		2,300.00
Type "A" Signs in Place	607	Sq. Ft.	20.00	12,140.00
Type "C" and "D" Signs in Place	145	Sq. Ft.	10.00	1,450.00
Type "M" Signs in Place	26	Sq. Ft.	6.00	156.00
Type "T" Signs in Place	13	Sq. Ft.	14.00	182.00
Move, Modify and Reinstall Existing Signs	99%	All Required		2,277.00
Sign Illumination Equipment		All Required		10,000.00
Mono-Directional Crystal Type I Markers	800	Each	2.33	1,864.00
White Type II Markers	2,250	Each	1.23	2,767.50
ILLUMINATION				
Removal of Existing Illumination		All Required		10,000.00
Pole Foundations		All Required		5,000.00
Roadway Lighting Poles and Arms		All Required		10,000.00
Luminaires, Lamps and Ballasts		All Required		20,000.00
Switching, Conduit, Wiring, Etc.		All Required		20,000.00
LANDSCAPING				
Roadside Seeding and Mulching	2	Acre	650.00	1,300.00
Furnishing and Planting Conifer Trees	28	Each	28.00	532.00
Furnishing and Planting Deciduous Trees	5	Each	30.00	150.00
Furnishing and Planting Shrubs	1,671	Each	5.50	9,190.50
Furnishing and Planting Vines	11,900	Each	0.28	3,332.00
Soil Conditioner	384	Cu. Yd.	17.80	6,835.20
Bark Mulch	52	Unit	133.50	6,942.00
				$3,898,527.54

ANTICIPATED ITEMS

Railroad Protection	99%	All Required		$ 12,375.00
Permanent Pavement Striping	75%	All Required		3,450.00
Temporary Pavement Striping	75%	All Required		3,000.00
Remove Pavement Striping (Temp. & Perm.)	75%	All Required		900.00
Temporary Erosion Control	99%	All Required		9,900.00
On-the-Job Trainees ($0.80 x 5,000 hr.)	99%	All Required		3,960.00
Salvage Attenuator ($0.80 X 5,000 hr.)	99%	All Required		(1,920.00)
Salvage Barrier	1,500	Lin. Ft.	2.00	(3,000.00)
				$ 28,665.00

SUBTOTAL	$3,927,192.54
Engineering	490,899.46
TOTAL	$4,418,092.00

TYPE CODE X921
ELLIOT SCHOOL BRIDGE NO. 8782A
IR FUNDING (CITY MATCHING)

Bridge Removal Work		All Required		$ 9,000.00
Shoring, Cribbing, Etc.		All Required		0.00
Structure Excavation	170	Cu. Yd.	10.00	1,700.00
Furnish Pile Driving Equipment		All Required		5,000.00
Furnish Treated Timber or Concrete Piling	240	Lin. Ft.	5.00	1,200.00
Drive Timber or Concrete Piling	240	Lin. Ft.	2.00	480.00
Structural Concrete, Class 3300 (284 CY)		All Required		92,200.00
Structural Concrete, Class 4500 (151 CY)		All Required		57,500.00
65'/70' Type III Prestressed Beam	12	Each	3,855.00	46,260.00
Reinforcement (69,100 lbs.)		All Required		32,695.00
Coated Reinforcement (17,000 lbs.)		All Required		9,625.00
Reinforced Concrete Bridge End Panels	50	Sq. Yds.	61.30	3,065.00
Type "G" Concrete Rail	550	Lin. Ft.	46.051	25,328.05
1-1/2-inch Electrical Conduit	550	Lin. Ft.	1.00	550.00
				$ 284,603.05

TYPE CODE X981
OFF RAMP TO GREELEY BRIDGE NO. 16358 (UNITS 1 and 2)

Bridge Removal Work		All Required		$ 8,000.00
Shoring, Cribbing, Etc.		All Required		0.00
Structure Excavation	685	Cu. Yd.	6.60	4,521.00
Furnish Pile Driving Equipment		All Required		60,000.00

Furnish Concrete Piling	6,675	Lin. Ft.	4.00	26,700.00
Drive Concrete Piles	6,675	Lin. Ft.	1.00	6,675.00
Structural Concrete, Class 3300 (625 CY)		All Required		210,700.00
Structural Concrete, Class 4500 (508 CY)		All Required		193,251.00
Expansion Joints, Single Seal	59	Lin. Ft.	124.00	7,316.00
35'/40' Type III Prestressed Beams	1	Each	2,665.00	2,665.00
45'50' Type III Prestressed Beams	1	Each	3,005.00	3,005.00
50'/55' Type III Prestressed Beams	2	Each	3,375.00	6,750.00
60'/65' Type III Prestressed Beams	3	Each	3,965.00	11,895.00
90'/95' Type IV Prestressed Beams	12	Each	7,065.00	84,780.00
95'/100' Type IV Prestressed Beams	10	Each	7,475.00	74,750.00
100'/105' Type IV Prestressed Beams	2	Each	7,795.00	15,590.00
105'/110' Type IV Prestressed Beams	1	Each	8,075.00	8,075.00
Reinforcement (132,500 lbs.)		All Required		49,960.00
Coated Reinforcement (58,500 lbs.		All Required		34,695
Reinforced Concrete Bridge End Panels	66	Sq. Yd.	74.197	4,897.00
Structural Steel (54,500 lbs.)		All Required		45,826.00
Concrete Slope Paving	115	Sq. Yd.	31.50	3,622.50
Slope Paving Curbs	75	Lin. Ft.	12.50	937.50
Type "G" Concrete Rail	1,420	Lin. Ft.	48.20	68,444.00
1-inch Electrical Conduit	40	Lin. Ft.	1.00	40.00
1 1/2-inch Electrical Conduit	935	Lin. Ft.	2.00	1,870.00
				$ 934,965.00

TYPE CODE X281
OFF RAMP TO GREELEY (BRIDGE NO. 16534)
ALTERNATE "A"

Shoring, Cribbing, Etc.		All Required		$ 0.00
Structure Excavation	1,670	Cu. Yd.	2.40	4,008.00
Special Wall Backfill	890	Cu. Yd.	13.70	12,193.00
Furnish Pile Driving Equipment		All Required		25,000.00
Furnish Concrete Piling	3,960	Lin. Ft.	4.00	15,840.00
Drive Concrete Piling	3,960	Lin. Ft.	1.00	3,960.00
Structural Concrete, Class 3300 (922 CY)		All Required		90,616.00
Structural Concrete, Class 4000 (61 CY)		All Required		9,698.00
Structural Concrete, Class 4500 (202 CY)		All Required		27,000.00
Expansion Joints, Single Seal	30	Lin. Ft.	137.00	4,110.00
105'/110' Bulb-T Prestressed Beams	4	Each	9,155.00	36,620.00
125'/130' Bulb-T Prestressed Beams	5	Each	10,925.00	54,625.00
Reinforcement (86,300 lbs.)		All Required		32,830.00
Coated Reinforcement (28,800 lbs.)		All Required		16,480.00
Reinforced Concrete Bridge End Panels	127	Sq. Yd.	62.598	7,949.95
Type "G" Concrete Rail	480	Lin. Ft.	47.60	22,848.00
1-1/4-inch Electrical Conduit	328	Lin. Ft.	2.00	656.00
1-1/2-inch Electrical Conduit	285	Lin. Ft.	2.00	570.00
			Alternate "A"	$ 365,003.95

TYPE CODE X981
ON RAMP FROM GREELEY BRIDGE NO. 16535 (UNIT 1)
ALTERNATE "A"

Shoring, Cribbing, Etc.		All Required		$ 0.00
Structure Excavation	895	Cu. Yd.	5.80	5,191.00
Furnish Pile Driving Equipment		All Required		40,000.00
Furnish Concrete Piling	5,130	Lin. Ft.	4.00	20,520.00
Drive Concrete Piles	5,130	Lin. Ft.	1.00	5,130.00
Structural Concrete, Class 3300 (624 CY)		All Required		63,000.00
Structural Concrete, Class 4000 (90 CY)		All Required		16,000.00
Structural Concrete, Class 4500 (1,020 CY)		All Required		220,000.00
Expansion Joints, Single Seal	78	Lin. Ft.	137.00	10,686.00
125'/130' Bulb-T Prestressed Beams	5	Each	11,005.00	55,025.00
Reinforcement (207,000 lbs.)		All Required		79,075.00
Coated Reinforcement (62,500 lbs.)		All Required		32,795.00
Prestressing Steel (62,100 lbs)		All Required		65,469.00
Reinforced Concrete Bridge End Panels	64	Sq. Yd.	61.406	3,929.98
Structural Steel (1,600 lbs.)		All Required		4,940.00
Bearing Devices, Bent 2 Cant.	5	Each	1,210.00	6,050.00
Bearing Devices, Bent 3 Cant.	5	Each	1,310.00	6,550.00
Bearing Devices, Bent 5 Cant.	2	Each	1,510.00	3,020.00
Type "G" Concrete Rail	1,137	Lin. Ft.	48.10	54,689.70
1-1/4-inch Electrical Conduit	600	Lin. Ft.	2.00	1,200.00
1-1/2-inch Electrical Conduit	200	Lin. Ft.	2.00	400.00
			Alternate "A"	$ 693,670.68

TYPE CODE X981
ON RAMP FROM GREELEY BRIDGE NO. 16535 (UNIT 2)
ALTERNATE "A"

Bridge Removal		All Required		$ 6,000.00
Shoring, Cribbing, Etc.		All Required		0.00
Structure Excavation	160	Cu. Yd.	11.50	1,840.00
Furnish Pile Driving Equipment		All Required		18,243.00
Furnish Concrete Piling	1,370	Lin. Ft.	4.00	5,480.00
Drive Concrete Piles	1,370	Lin. Ft.	1.00	1,370.00
Structural Concrete, Class 3300 (141 CY)		All Required		25,200.00
Structural Concrete, Class 4500 (179 CY)		All Required		38,000.00
70'/75' Type IV Prestressed Beams	3	Each	5,695.00	17,085.00
85'/90' Type IV Prestressed Beams	1	Each	6,995.00	6,995.00
Reinforcement (39,800 lbs)		All Required		14,925.00
Coated Reinforcement (20,500 lbs.)		All Required		11,500.00

Structural Steel (157,800 lbs.)	All Required		114,056.00
Bearing Devices, Bent 5	1 Each	1,460.00	1,460.00
Type "G" Concrete Rail	470 Lin. Ft.	48.10	22,607.00
1-inch qlectrical Conduit	22 Lin. Ft.	2.00	44.00
1-1/4-inch Electrical Conduit	510 Lin. Ft.	2.00	1,020.00
	ALTERNATE "A"		$ 285,825.00
TOTAL	ALTERNATE "A"		$2,564,067.68

Anticipated Items

Permanent Pavement Striping	24% All Required	$ 1,104.00
Temporary Pavement Striping	24% All Required	960.00
Remove Pavement Striping (Temp. & Perm.)	24% All Required	288.00
		$ 2,352.00
	Subtotal Alternate "A"	$2,566,419.68
	Engineering	320,802.32
	Total	$2,887,222.00

TYPE CODE Y031
TRAFFIC SIGNALS
IR FUNDING (CITY MATCHING

Traffic Signal Installation, Complete	55% All Required	$ 55,000.00
		$ 55,000.00

ANTICIPATED ITEMS

Signal Controller Testing	55% All Required	$ 2,035.00
	SUBTOTAL	$ 57,035.00
	Engineering	7,129.00
	TOTAL	$ 64,164.00

TYPE CODE Y008
CONCRETE RESURFACING, ETC. IR FUNDING (STATE MATCH)

Class 1 Preparation	24,745 Sq. Yd.	2.40	$ 59,388.00
Class 2 Preparation	1,830 Sq. Yd.	23.60	43,188.00
Furnish Latex-Modified Concrete	1,590 Cu. Yd.	230.00	365,700.00
Construct Latex-Modified Concrete Surfacing	28,620 Sq. Yd.	3.75	107,325.00
Expansion Joints, Armored	1,177 Lin. Ft.	48.906	57,562.36
Expansion Joints, Unarmored	990 Lin. Ft.	13.90	13,761.00
Adjusting Deck Drains and Catch Basins	39 Each	250.00	9,750.00
	SUBTOTAL		$ 656,674.36
	Engineering		82,083.64
	TOTAL		* $ 738,758.00

* Fremont Bridge 80%
* Elliot School Bridge 20%

TYPE CODE Y008
CHANNELIZATION   IX FUNDING   CITY MATCHING

Mobilization	(1%)	All Required		$ 7,013.05
Temporary Protection and Direction of Traffic	(2%)	All Required		2,000.00
Temporary Signs	90	Sq. Ft.	40.60	3,654.00
Flagmen	100	Hour	11.50	1,150.00
Removal of Structures and Obstructions	(2%)	All Required		200.00
Class "C" Asphalt Concrete Mixture	700	Ton	14.50	10,150.00
Asphalt Cement in Mixture	45	Ton	158.00	7,110.00
Asphalt in Tack Coat	1	Ton	240.00	240.00
Concrete Islands	175	Cu. Yd.	76.00	13,300.00
Sign Support Footings	(1%)	All Required		210.00
Pipe Sign Posts	(1%)	All Required		15.00
Type "T" Signs in Place	2	Sq. Ft.	14.00	28.00
Move, Modify and Reinstall Existing Signs	(1%)	All Required		23.00
Mono-Directional Crystal Type I Markers	110	Each	2.33	256.30
White Type II Markers	60	Each	1.23	73.80
				$ 45,423.15

ANTICIPATED ITEMS

Railroad Protective Costs	(1%)	All Required	$ 125.00
Permanent Pavement Striping	(1%)	All Required	46.00
Temporary Pavement Striping	(1%)	All Required	40.00
Remove Pavement Striping (Existing & Temporary)	(1%)	All Required	12.00
Temporary Erosion Control	(1%)	All Required	100.00
On-the-Job Trainees ($0.80 x 5,000 hrs.)	(1%)	All Required	40.00
			$ 363.00

SUBTOTAL	$ 45,786.15
Engineering	5,722.85
TOTAL	$ 51,507.00

TYPE CODE Y031
TRAFFIC SIGNALS   IX FUNDING   (CITY MATCHING)

Traffic Singal Installation, Complete	(45%)	All Required	$ 45,000.00
			$ 45,000.00

ANTICIPATED ITEMS

Signal Controller Testing	(45%) All Requied	$ 1,665.00
		$ 1,665.00
	SUBTOTAL	$ 46,665.00
	Engineering	5,833.00
	TOTAL	$ 52,498.00

Length of Roadway ---------------- 0.00 mi.
Length of Structures ------------- 0.493 mi.

WORK RETAINED IN PROGRAM

Repair Existing Armored Corners	All Required	$ 40,000.00
Temporary Concrete Barrier	All Required	22,500.00
Permanent Concrete Barrier	All Required	64,000.00
Signs for Signal (IR 55%) (IX 45%)	All Required	500.00
Electrical Service for Illumination (IR 100%)	All Required	10,000.00
City of Portland, Bureau of Water (IR 100%)	All Required	90,000.00
Bikeway Signs & Signal		500.00
	Subtotal	$ 227,500.00
	Engineering	28,500.00
	Total	$ 256,000.00

SUMMARY OF FUNDS (044-92.22%)(178-85%)

DESCRIPTION	GROUP	CODE	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CITY FUNDS
Channelization	1	044	$ 4,418,092	$ 4,074,364	$ --	$343,728
Structures	1	044	2,887,222	2,662,596	--	224,626
Traffic Signal	1	044	64,164	59,172	--	4,992
Concrete Resurfacing	1	044	738,758	681,282	57,476	--
Channelization	2	178	51,507	43,780	--	7,727
Traffic Signal	2	178	52,498	44,623	--	7,875
SUBTOTAL			$ 8,212,241	$ 7,565,817	$ 57,476	$588,948
Reserve		044	256,000	236,000	--	20,000
TOTAL			$ 8,468,241	$ 7,801,817	$ 57,476	$608,948

Group 1 98%; Group 2 1%; Group 8 1%
Contract No. 9729
Prefix: 326-1987
Prefix: 326-1066

DAR bkb

GREELEY AVE. CONN. TO I-5
NONPARTICIPATING - STATE WORK

State Responsibility for Damages	All Required	$	6,000.00

9729 jc cc: OSHD (D. Forbes)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 12	COUNTY Multnomah	DIVISION Oregon
DATE OF REPORT 8/25/89	REPORT MADE BY Ed Fischer, Assistant Area Engineer		PROJECT NO. IX-IR-5-6(102)303
COMPLETION DATE (Actual) 10/25/86	ACCEPTANCE DATE BY CONRTACT AGENCY August 9, 1989	TIME ELAPSED 120 %	CONTRACT TIME 750 Calendar Days

LOCATION

See Below

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

GREELEY AVENUE CONNECTION TO I-5
PACIFIC HIGHWAY
Grading, Paving, Structures, Signing, Illumination & Traffic Signals

This project provided for the construction of an I-5 northbound off-ramp to Greeley Ave. and likewise, a Greeley Ave. on-ramp to southbound I-5 to provide access to the Swan Island Industrial Area. Included in this project were the associated city street improvements to Greeley Ave., Mississippi Ave., and Interstate Ave. (99W), Latex Modified Concrete (LMC) overlay of approximately .72 miles of Mainline I-5, widening of the Elliot School Viaduct and associated roadway widening to provide for a second I-5 southbound off-ramp lane to Broadway.

The contract was awarded to Donald M. Drake Co. 10/25/83. Work started 12/14/83 and was completed 10/25/86. The original 750 calendar day contract time was exceeded by 347 calendar days. Four time extensions were granted totalling 195 calendar days. 152 days liquidated damages totaling $91,200.00 were charged to the contractor. The final project cost exceeded the original authorization by approximately 16 percent. Numerous changes contributed to the overrun. Significant increases in embankment material and latex modified concrete account for nearly $200,000 of the additional costs.

A statement of overruns and underruns is attached to this report.

A final inspection was performed on July 20, 1987.

- EF -

RECEIVED
STATE HWY ENGR
AUG 29 '89
ASSIGNED TO Husby
INFO | ACT

Copy Sent 8-30-89 Jo.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Edward L. Fischer		SIGNATURE John T. Price	
TITLE Assistant Area Engineer	DATE 8/29/89	TITLE District Engineer	DATE 8/29/89

FORM FHWA 1446B (Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

9729

J

November 16, 1988

CON 5 - 9729

United Pacific Insurance Co.
33405 8th Avenue S., C-3000
Federal Way, WA 98003

A post-final payment for $1,893.00 will be made to Donald M. Drake Company on Contract No. 9729 for work on the Greeley Avenue Connection of the Pacific Highway in Multnomah County as soon as a warrant is prepared.

The total amount paid on this contract will be $8,586,519.84 including the post-final payment. Of the total, $229,212.25 is for force account.

Fran Neavoll
COMMISSION SERVICES

cv

cc: Donald M. Drake Company
1740 N. W. Flanders
Portland, OR 97209

bc: Kenneth E. Husby
Thomas D. Lulay
Don Adams

9729

J

October 21, 1988

CON 5 - 9729

United Pacific Insurance Co.
33405 8th Avenue S., C-3000
Federal Way, WA 98003

On August 25, 1988, we wrote to you concerning release of final payment on Contract No. 9729 awarded to Donald M. Drake Company for work on the Greeley Avenue Connection on Pacific Highway in Multnomah County.

The total contract amount is $8,584,626.84 including $229,212.25 for work performed under force account.

Fran Neavoll
COMMISSION SERVICES

cv

cc: Donald M. Drake Company
1740 N. W. Flanders
Portland, OR 97209

bc: Kenneth E. Husby
Thomas D. Lulay
Don Adams

#729

October 12, 1988

CON 5 - #9729

VSL Western
1077 Dell Avenue
Campbell, CA 95008

Attention: Scott Thompson
Controller

We have received a copy of your letter dated September 23, 1988, to the Secretary of State requesting the State to withhold payment to Donald M. Drake Company on Contract No. 9729.

Under Oregon law, claims may be filed against the prime contractor. Attached is a copy of the law which outlines the filing procedure.

The State has a policy not to withhold payment from the contractor unless instructed by the bonding company. In this particular contract, our Accounting Office advises that there are no funds due the contractor. The contract was accepted by the State on August 9, 1988.

If you have any questions, you may call me at (503) 378-6526.

Fran Neavoll
COMMISSION SERVICES

cc: Donald M. Drake Company
Attn: Donald B. Kane
1740 N. W. Flanders
Portland, OR 97209

United Pacific Insurance Co.
33405 8th Avenue S., C-3000
Federal Way, WA 98003

United Pacific Insurance Co.
P. O. Box 5669
Portland, OR 97228

VSL Corporation

VSL Western
1077 Dell Avenue
Campbell, California 95008
Telephone 408/866-5000
Telex 5101004324
Fax 408/379-6205

September 23, 1988

Secretary of State
State Capitol
Salem, OR 97310

Re: Greeley Avenue Connection to I-5
Oregon State Highway Division Contract 9729

This letter shall serve as Official Stop Payment Request to the State of Oregon for payments to be made to the Donald M. Drake Company, General Contractor.

VSL Corporation served as Subcontractor to the Donald M. Drake Company on the above-referenced project, supplying post-tensioning (prestressing) materials and labor. We understand this project is completed. An outstanding receivable balance of $3,426.29 is still owed to VSL Corporation for the work completed.

We request that the State of Oregon withhold payment to the Donald M. Drake Company until we are in receipt of this outstanding amount.

Please do not hesitate to contact VSL Corporation if you have any questions or further requirements. We await your response.

Very truly yours,

VSL CORPORATION

Scott Thompson

Scott Thompson
Controller
VSL Western

RR:rb

cc: Commission Services Highway Department of Transportation, Attn: Bruce Walton

RECEIVED
SEP 26 1988
CONSTRUCTION SECTION

CE ..... CAE .....
COE ..... OM .....
OE ....
CA ....
CAM ....
EEO ....

SPC ..... TC .....
SA ..... CC .....
FE ..... CP .....
PQC ....
QCS ....
FILE ....

- VSL Western is an operating unit of VSL Corporation -
Atlanta, GA / Campbell, CA / Dallas, TX / Denver, CO / Honolulu, HI / Houston, TX
Los Gatos, CA (Corporate Office) / Los Angeles, CA / Miami, FL / Minneapolis, MN / Seattle WA / Springfield, VA

DM DRAKE

DONALD M. DRAKE COMPANY
1740 NORTHWEST FLANDERS STREET
PORTLAND, OREGON
97209-2283
CONTRACTORS/DEVELOPERS
503 226-3991

August 19, 1988

Commission Services
Department of Transportation
Transportation Building
Salem, Oregon 97310

ATTENTION: Fran Neavoll

SUBJECT: Contracts No. 9615, 9729 & 9748

RE: Release Of Bond Claims

Dear Ms. Neavoll:

Enclosed are releases or copies of check in full payment of the following claims, which now show as outstanding against our bonds on the above referenced projects.

9748

1. Operating Engineers, 9-5-84.
2. Gene Bear, Inc., 11-7-84.
3. K-2 Construction Co., 2-1-85.
4. Holton, et al, 3-1-85.
5. Budget Rent A Car, 3-22-85.
6. DeWitt Construction, Inc., 4-16-86.
7. Oregon Laborers, Re Kee Construction, 5-29-86.
8. Far West Steel Corp, 11-10-86.
9. Ultimate Development Corp, 11-18-86.

9615

1. Grabhorn, Inc., 11-29-83.
2. Sproul Excavating Co., 12-23-83.
3. Albina Fuel, 9-19-84.
4. Woodworth, et al, 9-29-84 (All except Lowe).
5. Sproul Excavating Co., 10-8-84.
6. Don Toombs Trucking, Inc., 11-13-84

NOTED ON CARD
NOTED
FRAN NEAVOLL

INCORPORATED JANUARY 2 1973

7. Bill Helton Dump Trucks, 11-20-84.

8. Oregon Rock Products, 1-23-85.

9. Albina Fuel Co., 3-12-85.

[redacted]

1. Scougal Rubber Corp, 4-2-85.

2. Ross Island Sand and Gravel was settled recently, and the Release was sent to you under separate cover on August 17, 1988.

Thank you for furnishing me the detailed listings which enabled us to clear these items from our record. If you need further documentation on any of these claims, please feel free to write or call.

Sincerely,

DONALD M. DRAKE COMPANY

Donald B. Kane
Vice President-Finance

DBK/led
cc: Peter deC. Ebert
Gary A. Judd
Enclosure

NOTED ON CARD

RECEIVED
AUG [illegible] 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

DONALD M. DRAKE COMPANY • PORTLAND, OREGON

JOB	INVOICE DATE	INVOICE NO.	DESCRIPTION	GROSS	DISCOUNT	NET
	4/26/85	106932		2,128.27		$ 2,128.27
	219	555-121	CHECK NO. 3779 TOTAL			$ 2,128.27

POSTED
APR 26

3139

BY ENDORSEMENT, THIS CHECK IS ACCEPTED IN FULL PAYMENT OF THE ACCOUNT AS RENDERED ABOVE.

DRAKE

DONALD M. DRAKE COMPANY
PORTLAND, OREGON

96-661
1232 709
FIRST NATIONAL BANK OF OREGON
CANBY, OREGON

CHECK NO. 3779

DATE 4/27/85

PAY AMOUNT $ 2,128.27

PAY TO THE ORDER OF

Scougal Rubber Corporation
PO Box 80226
Seattle, Washington 98108

DONALD M. DRAKE COMPANY

NOT NEGOTIABLE

NOTED ON [illegible]
NOTED
[illegible]RAN NEAVOLL

RECEIVED
AUG 22 1988
COMMISSION [illegible] SERVICES
DEPARTMENT OF TRANSPORTATION

4-2-85 (partial) / 9729

DONALD M. DRAKE COMPANY
1740 N.W. FLANDERS • PORTLAND, OREGON 97209 • (503) 226-3991

1642

TRANSACTION NUMBER	REFERENCE	DATE	DESCRIPTION	G[illegible] AMOUNT	DISCOUNT	NET AMOUNT
80780	107634	4/19/84	219	690.96	0.00	690.9
80790	107735	4/25/84	219	2215.15	0.00	2215.1
VENDOR NO.	3139		TOTALS	2906.11	0.00	29[illegible].11

DRAKE

DONALD M. DRAKE COMPANY
1740 N.W. FLANDERS
PORTLAND, OREGON 97209
An Equal Opportunity Employer

FIRST NATIONAL BANK OF OREGON
CANBY, OREGON

96-651/1232 709

164 7

DATE	CHECK NO.	AMOUNT
05/11/85	16427	*****2906.11

TWO THOUSAND NINE HUNDRED SIX DOLLARS AND ELEVEN CENTS

PAY TO THE ORDER OF

SCOUGAL RUBBER CORP.
P.O. BOX 80226
SEATTLE, WASHINGTON
98108

DONALD M. DRAKE COMPANY

NOT NEGOTIABLE

RECEIVED
AUG 22 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

4-2-85 (in full) /9729

Con 5-9729

August 17, 1988

United Pacific Insurance Company
33405 8th Avenue South, C-3000
Federal Way, Washington 98003

SUBJECT: Greeley Interchange and Steel Bridge Projects

RE: Ross Island Claim

ATTENTION: Mr. Gary A. Judd

Dear Mr. Judd:

Enclosed is the signed release from Ross Island Sand and Gravel. All disputes have been resolved, and Ross Island was paid in full on August 16th for all materials supplied to both of the above referenced projects.

Sincerely,

DONALD M. DRAKE COMPANY

Donald B. Kane
Vice President-Finance

DBK/led
Enclosure
cc: [redacted]
Peter deC. Ebert

NOTED ON [illegible]
[illegible] AVOLL

RECEIVED
AUG 18 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RELEASE AGREEMENT

THIS AGREEMENT made this 27th f July, 1988, by and between Donald M. Drake Company (Hereinafter "Drake") and Ross Island Sand & Gravel Co. (hereinafter "Ross Island").

WHEREAS, Drake entered into contracts with the Oregon State Highway Division for the Willamette River (Steel Bridge and Ramps) - Contract No. 9748; and the Greeley Avenue Connection to I-5 - Contract No. 9729, (hereinafter "the Projects"); and

WHEREAS, Ross Island entered into a subcontract with Drake; and

WHEREAS, the parties have certain disputes and desire to resolve them.

NOW, THEREFORE, it is agreed:

1. Drake agrees to pay Ross Island the sum of $12,895.02 the receipt of which is hereby acknowledged by Ross Island.
2. Drake and Ross Island each release the other, their officers, agents and employees, and surety, if any, from any and all claims of any kind, whether known or unknown, arising out of or relating to the projects.
3. This constitutes the entire agreement between the parties, supercedes all prior or contemporaneous agreements and shall not be superceded or amended unless in writing and signed by the parties.

DONALD M. DRAKE COMPANY
By: 8/15/88

ROSS ISLAND SAND & GRAVEL CO.
By:

RECEIVED
AUG 18 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9729 J

August 9, 1988

Com 5
#9748
#9615
#9729

Donald M. Drake Company
1740 NW Flanders Street
Portland, OR 97209-2283

Attention: Donald B. Kane
Vice-President - Finance

Thank you for sending us a copy of a release from Anderson Erosion in connection with a claim against Contract No. 9615 for work on the N. Tigard Interchange-S. Tigard Interchange Section of Pacific Highway project. We will note this information in our records.

As requested in your letter of August 1, 1988, attached are a listing of claims filed against Contract Nos. 9748, 9615, and 9729. The lining out of a claim indicates that we have been notified that the claim has been satisfied.

If you have any questions, you may call me at 378-6526.

Fran Neavoll
COMMISSION SERVICES

rgb

Attachments

cc: United Pacific Insurance Co.
33405 8th Avenue S., C-3000
Federal Way, WA 98003

United Pacific Insurance Co.
825 NE Multnomah, Suite 300
Portland, OR 97232

Reliance Insurance Co.
PO Box 5669
Portland, OR 97228

bc: Bryant Jackmond

DM DRAKE

DONALD M. DRAKE COMPANY
1740 NORTHWEST FLANDERS STREET
PORTLAND, OREGON
97209-2283
CONTRACTORS/DEVELOPERS
503 226-3991

August 1, 1988

Department of Transportation
Commission Services
Transportation Building
Salem, Oregon 97310

SUBJECT: Contracts Nos. 9615, 9729 & 9748

RE: Claims Against Contractor Bond

ATTENTION: Fran Neavoll

Gentlemen:

Enclosed is a release from Anderson Erosion, closing out their claim against our bond for Contract No. 9615.

We would appreciate your supplying us with a list of unresolved claims against our bond on each of the three above referenced contracts.

Thank you for your assistance.

Sincerely,

DONALD M. DRAKE COMPANY

Donald B. Kane
Vice President-Finance

DBK/led
Enclosure
cc: Peter deC. Ebert

make
copies of
attach. to all
cc's
+ yellows

RECEIVED
AUG 2 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

INCORPORATED JANUARY 2 1973

✓cc

RECEIVED
JUL 28 8 41 AM '88
DONALD M. [illegible]
PORTLAND, OREGON

RELEASE AGREEMENT

THIS AGREEMENT made this 22nd day of July, 1988, by and between Donald M. Drake Company (Hereinafter "Drake") and Anderson Erosion Control, Inc. (hereinafter "Anderson").

WHEREAS, Drake entered into a contract with the Oregon State Highway Division for the North/South Tigard Interchange (Contract No. 9615) (hereinafter "the Project"); and

WHEREAS, Anderson entered into a subcontract with Drake; and

WHEREAS, the parties have certain disputes and desire to resolve them.

NOW, THEREFORE, it is agreed:

1. Drake agrees to pay Anderson the sum of $18,000.00, the receipt of which is hereby acknowledged by Anderson.
2. Drake and Anderson each release the other, their officers, agents and employees, and surety, if any, from any and all claims of any kind, whether known or unknown, arising out of or relating to the project.
3. This constitutes the entire agreement between the parties, supercedes all prior or contemporaneous agreements and shall not be superceded or amended unless in writing and signed by the parties.

DONALD M. DRAKE COMPANY
By: [illegible], V.P.

ANDERSON EROSION CONTROL, INC.
By: Russell A. Anderson

RECEIVED
AUG 2 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Reg. 1 **CONTRACT NO.** 9729

CONTRACTOR: Donald M. Drake Company, 1740 NW Flanders, Portland, OR 97209

COUNTY: Multnomah **KIND OF WORK:** Grading, paving, structure, signing, illum., signals & landscaping

SECTION: Greeley Avenue Connection to I-5 **HIGHWAY:** Pacific

BOND: $7,264,692.73 (Alt. A.)

SURETY: United Pacific Insurance Company

AGENT: Corroon & Black of Oregon

AWARDED: October 13, 1983

TIME LIMIT: 750 calendar days beg. October 25, 1983 (except plant establish.)

SUB COMPLETED: October 25, 1986

COMPLETED: February 19, 1988 **ACCEPTED:**

Total Amt.:

4-2-85 Claim ltr. dated 4-2 in the amt. of $5,034.38 for bridge pads. (from Scougal Rubber Corp.)

4-11-85 Ack. above ltr. cc: contractor, surety & Sec. of St. for filing. Filed 4-15-85 CL 1985-0081

6-22-87 - Claim letter addressed to Sec. of State from Stoel Rives Boley Jones & Grey (Greg Close) on behalf of White Buffalo for labor & materials in amt. of $34,100 plus interest.

7-8-87 Ackn. above letter. cc contractor, surety & Constrn.

9-17-87 Clm. ltr. addressed to Sec. of State & prime contr. from Ross Is. Sand & Gravel for materials in amt. of $29,555.93.

10-12-87 Ack. above ltr. cc: contr., surety & Constrn.

9729

c

February 3, 1988 CON

American Intermediation Service
One Montgomery Street, West Tower, Suite 2100
San Francisco, CA 94104

A check in the amount of $2,312.50 is enclosed covering the Oregon State Highway Division's portion of the Greeley Avenue Mediation, AIS file number 99018760.

Lauri Miller
Management Assistant

Enclosure

cc: Franklin G. Drake

/lkm

9729

J

DRAKE

DONALD M. DRAKE COMPANY
1740 NORTHWEST FLANDERS STREET
PORTLAND, OREGON
97209
CONTRACTORS / DEVELOPERS
503 228-3881

December 14, 1987

VIA RADIO DISPATCH DELIVERY

Mr. C. O. Fredrickson
Construction Engineer
Oregon Department of Transportation
1158 Chemeketa Street, N.E.
Salem, Oregon 97310

Subject: Greeley Avenue Project

Dear Mr. Fredrickson:

We have executed the Greeley Claim Settlement Price Agreement and are returning the original and one copy. Please have the copy signed by the State and return for our files.

Although this settlement is below the amount we had hoped to achieve, we appreciate the fact that the State agreed to mediate this problem, and a mutually acceptable solution was concluded without the need of resorting to litigation or other more costly time-consuming resolution processes.

Yours very truly,

DONALD M. DRAKE COMPANY

Franklin G. Drake
President

FGD:am

enclosure

cc: Mr. Peter deC. Ebert
Mr. Ronald J. Kleinschm

NOTE

To: Office/Unit

Attention Fran - Fiji

From L. W. KOLIEN

Comments: I was incorrect in treating this as an agreement approved by the OTC. Actually, all they approved was a request for a project increase & this agreement is a supplement to the price agreement.

731-0022 (7-86)

Info	Inves	R/D	D/R	Sign	Act	File
				✓		

Settlement Agreement & ret. to Const.

INCORPORATED JANUARY 2 1973

9729

DM DRAKE

DONALD M DRAKE COMPANY
1740 NORTHWEST FLANDERS STREET
PORTLAND, OREGON
97209
CONTRACTORS / DEVELOPERS
503 226-3981

December 14, 1987

VIA RADIO DISPATCH DELIVERY

Mr. C. O. Fredrickson
Construction Engineer
Oregon Department of Transportation
1158 Chemeketa Street, N.E.
Salem, Oregon 97310

Subject: Greeley Avenue Project

Dear Mr. Fredrickson:

We have executed the Greeley Claim Settlement Price Agreement and are returning the original and one copy. Please have the copy signed by the State and return for our files.

Although this settlement is below the amount we had hoped to achieve, we appreciate the fact that the State agreed to mediate this problem, and a mutually acceptable solution was concluded without the need of resorting to litigation or other more costly time-consuming resolution processes.

Yours very truly,

DONALD M. DRAKE COMPANY

Franklin G. Drake
President

FGD:am

enclosure

cc: Mr. Peter deC. Ebert
Mr. Ronald J. Kleinschmit, ODOT, w/enclosure

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR

DEC 15 '87

REFER TO
Julien

FOR

Info	Inves	R/D	D/R	Sign	Act	File
				✓		

Settlement Agreement
& ret. to. Const.

INCORPORATED JANUARY 2 1973

HIGHWAY DIVISION

PRICE AGREEMENT

APPLYING TO ALTERATIONS, EXTRA WORK OR CLAIMS FOR EXTRA COMPENSATION

PROJECT NAME (SECTION): Greeley Avenue Connection to I-5

CONTRACT NO.: 9729

HIGHWAY: Pacific

COUNTY:

PREFIX:

CONTRACTOR'S NAME AND ADDRESS:
Donald M. Drake
1740 NW Flanders St.
Portland, OR 97209

F. A. PROJECT NO.: IR-IX-5-6(102)303

PRICE AGREEMENT NO.: ~~55~~ 56

DESCRIPTION AND LOCATION OF WORK OR ITEMS COVERED BY THIS AGREEMENT:

Settle all claims arising under this contract

PAY ITEM NO.	ITEM DESCRIPTION	EST. QUANTITY	UNIT	AGREED UNIT PRICE	AMOUNT
~~55A~~ 56A	Claim Settlement		Lump Sum		$540,000.00
~~55B~~ 56B	Interest on Settlement		Lump Sum		included above
	Total Agreed Amount				$540,000.00

ESTIMATED NET COST EFFECT OF THIS AGREEMENT ON THE CONTRACT: INCREASE ~~DECREASE~~ $ $540,000

SPECIFICATIONS AND PROVISIONS — THE WORK TO BE DONE UNDER THIS AGREEMENT IS TO BE PERFORMED, MEASURED AND PAID FOR IN ACCORDANCE WITH THE TERMS FOR THE ABOVE CONTRACT EXCEPT AS MODIFIED AS FOLLOWS:

The above lump sum payment of $540,000 constitutes full payment and mutual accord and satisfaction of all outstanding claims on this project, including liquidated damages and interest due listed above. The terms of settlement and payment are included in Exhibit "A" (2 pages) and shall become binding upon both parties subject to approval and authorization by the Transportation Commission for the Engineer to make payment.

PLEASE INDICATE YOUR AGREEMENT BY SIGNING, DATING AND RETURNING THE ORIGINAL TO THE PROJECT MANAGER. WORK SHALL NOT BEGIN UNTIL YOU ARE NOTIFIED THAT THE PRICE AGREEMENT HAS EITHER BEEN APPROVED OR THAT WORK MAY COMMENCE UNDER ADVANCE APPROVAL. YOUR SIGNATURE FURTHER INDICATES AGREEMENT THAT PAYMENTS IN ACCORDANCE WITH THIS PRICE AGREEMENT CONSTITUTE FULL AND COMPLETE COMPENSATION FOR ALL COSTS, BOTH DIRECT AND INDIRECT, ARISING OUT OF THE DESCRIBED ALTERATIONS, EXTRA WORK OR CLAIMS FOR ADDITIONAL COMPENSATION COVERED BY THIS PRICE AGREEMENT, AND RELEASES AND DISCHARGES THE STATE FROM ALL SUCH COSTS EXCEPT AS PROVIDED HEREIN.

SIGNED: CONTRACTOR DATE 12-11-87

APPROVAL RECOMMENDED BY LOCAL AGENCY DATE

SUBMITTED BY PROJECT MANAGER DATE

APPROVAL RECOMMENDED OR APPROVED BY REGION DATE

NOTED OR APPROVED BY CONSTRUCTION DATE

INSTRUCTIONS — AFTER THE CONTRACTOR HAS SIGNED, THE PROJECT MANAGER SUBMITS THE ORIGINAL THROUGH REGION TO CONSTRUCTION. AFTER APPROVAL, COPIES WILL BE SENT TO THE CONTRACTOR, REGION, PROJECT MANAGER AND OTHERS AS APPROPRIATE.

734-1189 (REV. 1-83)

SETTLEMENT & PAYMENT AGREEMENT

This agreement is entered into by and between the State of Oregon acting by and through its Transportation Commission, Department of Transportation, Highway Division (hereinafter "State"); and, Donald M. Drake Company, an Oregon Corporation (hereinafter "Drake").

Recitals:

Whereas, Drake and the State entered into a certain highway contract know as 'Greeley Ave Connection to I-5', OSHD Contract No. 9729 on or about October 13, 1983, and

Whereas, thereafter there arose between the parties certain unsettled disputes which constituted the final claim under the contract, and

Whereas, the parties have reached an accord in these matters and wish to formalize their agreement under this Price Agreement.

Terms

Now, therefore, the parties are agreed that:

1. Drake and State hereby release, acquit, and discharge each other from any and all claims either may have against each other arising from this matter or work performed or labor or materials supplied on OSHD Contract No. 9729, except as to warranties of materials and workmanship that are included in the drawings and specifications for OSHD Contract no. 9729 that are still in effect as of the date hereof. Such warranties will expire according to the terms of the contract documents of OSHD Contract No. 9729.

2. Drake agrees to defend and hold the state harmless from the claim of any subcontractor or supplier, laborer or materialman at any tier which are based upon or flow from this contract; and further agrees to promptly resolve any such claim, together with any other claims known or unknown at the time of this agreement.

3. Drake and the State agree that adjustments may be made to the final contract amount based upon the final engineer's estimate, including adjustment to the final quantities and/or the the requirements of Section 105.03 'Conformity with Plans and Specifications-Modifications of Contract Prices. The State is holding as retainage, the sum of $50,000 in security deposits to cover said adjustments.

3. (continued from page 1)
The following credit items have been identified to date and are in the process of being resolved before adjustments to the retainage amount can be made:

a. PC 214, Ross Island Sand & Gravel testing issues,
b. PC 221, Morse Bros. material quality in double wall issue.

4. Drake agrees to make available to the State any and all documents required to obtain approval of the Transportation Commission or Federal Highway Administration of this agreement or as may be otherwise required under Contract No. 9729.

5. Drake and the State agree that in addition to other changes agreed to between the parties prior to this Price Agreement, the following items are agreed to separately and will be paid separately:

a. PC 1A , P.A. #35, Dewitt, $4,500.
b. PC 161, A.C. Drainage, included in P.A. #54.
c. PC 192, M.H. @ Deep Fill, $927.00.
d. PC 91 , P.A. 55, Goldie / CTB, $500.00.
e. PC 1A , P.A. 45, Voided.
f. PC 172, 72, 73, P.A. 46, White Buffalo, $1,230.00.
g. PC 86, P.A. #47, White Buffalo, $250.00.
h. PC 87, P.A. #48, White Buffalo, $4,855.00.
i. PC 215, P.A. #52, Jacobsen, -<$4,251.61>.

Approval Process:

Upon acceptance and signing of this price agreement by Drake, the State will submit the Agreement to the Engineer for approval subject to concurrence and approval of the Transportation Commission. It is anticipated that this agreement will be executed and approved by December 18th, 1987.

Payment Process:

Drake and the State agree that upon acceptance and execution of this price agreement by the parties, payment will be issued in no more than Seven (7) calendar days. Said sum of $540,000.00 includes any and all interest due pursuant to ORS 279.575 and has been computed separately and included in the lump sum amount. In the event the payment date is not met, additional interest will be due and owing.

Wherefore the parties have set their hands this 11 day of December, 1987.

DONALD M. DRAKE COMPANY
an OREGON CORPORATION

By:

APPROVED FOR LEGAL SUFFICIENCY

JACK SOLLIS
Assistant Attorney General

STATE OF OREGON, DEPARTMENT
OF TRANSPORTATION, HIGHWAY
DIVISION
By:
Larry Rulien
State Highway Engineer

Date: 12/16/87

[illegible]

DATE: December 8, 1987

CON 5
9729

TO: Oregon Transportation Commission

FROM: /s/ D. R. Adams for
Larry Rulien
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Greeley Avenue Connection to Interstate 5 Section
Pacific Highway, Multnomah County
Contract No. 9729

This federal-aid project is complete and there is a projected overrun of the current authorization in the amount of $618,900 or 6.7 percent. The funding for this project is Interstate 4R with the City of Portland providing the match funds.

The major reason for this increase is the settlement of a contractor claim in the amount of $540,000. There is additional engineering of $70,000 and about $9,000 in additional Price Agreements and contract items that also contribute to the overrun.

At this time, there is no indication from FHWA as to their amount of participation in this increase.

I recommend that the authorization be increased by $618,900 to a new total of $9,821,884.32. This item will be on the consent calendar for the December 15 meeting.

bc Robert N. Bothman
Fran Neavoll
C. O. Fredrickson
Doug Goldbach
Rick Kuehn
John Elliott
Andy Booz

CH:mk sl

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318

FILE: CON 5
9729

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: December 4, 1987

FROM: O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Greeley Avenue Connection to Interstate 5 Section
Pacific Highway, Multnomah County
Contract No. 9729

This federal-aid project is complete and the second notification has been issued. At this time there is a projected overrun of the current authorization in the amount of $618,900.00 or 6.7 percent. The funding for this project is Interstate 4R with the City of Portland providing the match.

The major reason for this increase is the settlement of a contractor claim in the amount of $540,000.00. Second is additional engineering of $70,000.00. There is about $9,000.00 in Price Agreements and contract items that contribute to the overrun.

At this point there is no indication from FHWA as to the amount of participation in this increase. It is anticipated that all but perhaps $100,000.00 will receive FHWA participation.

As noted above, the City of Portland has supplied the match funds for this project. Some of the work done, such as the LMC overlays on I-5, should have been State responsibility. Considering this, there should be some negotiations with the City of Portland to establish a City-State match fund ratio for the cost of this increase.

The question as to when this claim settlement should be processed has not been answered at this time. The Construction Office would like some direction from Administration as to how soon after we have a signed Price Agreement, the claim settlement should be processed.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $618,900.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:mk

Attach.

cc: Richard Kuehn
Roger Kuchinka
B. M. Walton
Hank Wakerlig

12041m

81-125-1387

972[illegible]

AIS AMERICAN INTERMEDIATION SERVICE
ONE MONTGOMERY STREET, WEST TOWER, SUITE 2100
SAN FRANCISCO, CA 94104 • 415/788-6253

Done
cy - Pat Schwartz

RECEIVED
STATE HWY ENGR
NOV 23 '87
REFER TO

November 20, 1987

BY FEDERAL EXPRESS

Mr. Larry Rulien ✓
State Highway Engineer
Highway Division
102 Transportation Building
Salem, OR 97310

Mr. Donald M. Drake
Donald M. Drake Company
1740 Northwest Flanders Street
Portland, OR 97209-2283

RE: Greely Connection to I-5
Our File No. 99018760

Gentlemen:

This is to summarize the results of the mediated negotiations in this matter.

- It appears that the major disagreement revolves around the claim for delay damages in connection with the latex modified concrete work.
- Both parties have made a good faith effort to understand and respond to the concerns of the other side, with the result that the difference between the positions of the parties has diminished substantially.

It is my strong recommendation that the progress made in negotiations to date not be forfeited and that the following procedure be followed to arrive at a final resolution:

1. Settle all claims, other than the subcontractor claims and the latex modified concrete delay claim, by payment of $350,000 by the State to Drake (said payment to include all claims for interest and for liquidated damages);
2. Negotiate the subcontractor claims separately;
3. Resolve the latex delay claim by arbitration, as follows:
    a. Have the parties agree upon an arbitrator, or have AIS appoint an arbitrator;
    b. Utilize the "baseball" model of arbitration, with each side presenting a final best offer/demand, and the arbitrator restricted to selecting the most appropriate of these two figures as the award;

c. Limit the presentation by each side to the arbitrator to written memoranda and exhibits only, with no oral testimony or argument by counsel (in order to minimize the cost of arbitration).

I believe that this procedure will result in a prompt and fair resolution of this dispute. Please give it your consideration, and advise me how you wish to proceed.

Sincerely,

Anthony C. Piazza

Anthony C. Piazza, Esq.
Director

ACP:mws

ap7n2001

7727

DM DRAKE

DONALD M. DRAKE COMPANY
1740 NORTHWEST FLANDERS STREET
PORTLAND, OREGON
97209
CONTRACTORS / DEVELOPERS
503 226-3981

November 17, 1987

Mr. Larry Rulien
State Highway Engineer
Department of Transportation
Transportation Building
Salem, Oregon 97310

Subject: Greeley Avenue Mediation

Dear Mr. Rulien:

I am enclosing a copy of a letter received from Mr. Oles regarding his opinion on the "no damages for delay" clause.

I have sent this letter to Mr. Tony Piazza as well as to you, so that all parties will have had an opportunity to review it prior to our conference call on Friday morning at 11:00 a.m.

Yours very truly,

Franklin G. Drake

Franklin G. Drake

FGD:am

enclosure

11-19-87
send cc Closan
Fredrickson
Schwartz
Harwood
done 11-20-87
LR

OLES, MORRISON & RINKER
LAWYERS
3300 COLUMBIA CENTER
701 FIFTH AVENUE
SEATTLE, WASHINGTON 98104-7007
(206) 623-3427
TELECOPIER: (206) 682-6234
TELEX NO: 289236 OMR UR

STUART G. OLES
SETH W. MORRISON
BRUCE T. RINKER
DAVID C. STEWART
SAM E. BAKER, JR.
ARTHUR D. MCGARRY
G. MICHAEL SCHESTOPOL
THEODORE L. PREG
WILLIAM D. JEFFERY

MARK T. HIGGINS
RICHARD T. BEAL, JR.
ROBERT J. BURKE
DAVID M. KARLEN
BRADLEY L. POWELL

GERALD DE GARMO
OF COUNSEL

PETER D. CAMP
LORI L. GUZZO
HARLAN M. HATFIELD
T. DANIEL HEFFERNAN
JON G. HONGLADAROM
JEFFREY R. HOVIK
JOHN F. JENKEL
JOHN LUKJANOWICZ
GLENN R. NELSON

MARK F. O'DONNELL
DOUGLAS S. OLES
LISA J. POWELL
PETER N. RALSTON
J. CRAIG RUSK
MICHELE M. SALES
SUSAN R. SAMPSON
KRIS J. SUNDBERG

November 17, 1987

Mr. Franklin G. Drake, President
Donald M. Drake Company
1740 N.W. Flanders Street
Portland, Oregon 97209

Re: **Greeley Avenue - Mediation**

Dear Frank:

As you know at the recent mediation session an issue was raised by the attorney representing the State, William F. Cloran, as to whether Chapter 285 of the Oregon Laws of 1985 applies to the Greeley Avenue contract. I had seen and had cited ORS 279.063(1) but Mr. Cloran stated that the code section in question is incomplete and omits what was part of the Senate Bill, a provision that made the statute only prospective and not retroactive.

After the mediation I wrote to Mr. Cloran and asked him for some support for this statement, and I received his letter of November 13, 1987, a copy of which is enclosed, and which also encloses a copy of the Session Laws in question. Mr. Cloran is correct, you will note, in stating that the actual Session Law applied only to contracts "entered into or renewed after the effective date" of the Act.

I have attempted to find out why Section 3 of the Act was omitted from the statutes and am still awaiting response on this subject. Nor is it clear to me whether the Session Law or the codified statute takes precedence, also a subject on which I will be awaiting information.

However, even assuming that the section in question has the force of law, nonetheless it is my belief that as a matter of general legal principle a "no damage for delay" clause does not bar claims for unreasonable delays arising out of unanticipated acts or omissions of the owner. I have reviewed the legislative record in connection with the adoption of Chapter 285 of the 1985 Oregon Laws, which was Senate Bill 740 of that Session, and that record supports my position rather clearly.

At the public hearing on April 15, 1985 by the Senate Committee on Labor, it was pointed out by an attorney, Joe Yazbeck, that contractors are still entitled to recovery for unreasonable delays caused by an owner and was followed by the chief counsel for the Oregon Department of Transportation, Jack Sullis. Mr. Sullis discussed Yazbeck's testimony but conceded that arbitrary changes in contracts could be breaches which would cause the State to be liable for delays. He argued that in effect the Bill wouldn't change very much, the issue being reasonableness or unreasonableness of delay. In short, ODOT was taking the position before the Committee, in resisting the enactment of the statute, that contractors already are entitled, even with a no damages for delay clause, to be compensated where the delays are unreasonable.

As part of the same public hearing there was read testimony by Frank Ward, a contractor, and he correctly stated that courts do allow delay damages under certain circumstances, but his point was that small contractors were frequently denied recovery on small claims because of the existence of the clause and the necessity of litigating every claim, which he felt would be avoided by enactment of the statute.

Mr. Yazbeck's testimony pointed out a number of cases in which even unreasonable delays allowed the contractor no damages in the face of a no damages for delay clause. He did note that the issue had not really been decided in Oregon.

Mr. Jackmond, of ODOT, also testified in writing as well as orally. He opposed the Bill and he also argued it wasn't necessary. He said that contractors have a legal remedy available for delays that are "not within the reasonable contemplation of the contracting parties". This would be so, he said, even without the Bill.

There was also a hearing before the House Committee on the same Bill, the House Committee being that on Intergovernmental Affairs. Considered by the House Committee was a memorandum from the City of Portland's City Attorney's Office. He also argued with vigor that the legislation is unnecessary because exceptions to the no damages for delay clause already eliminate its use. He said no public agency can reasonably rely on such clause and cites an ALR annotation to this effect, noting that the courts ignore the clause when the assumption of risk is not clear and is ambiguous, when the delay was not contemplated, when the length of delay was unreasonable, and when there is active interference by a public agency.

The City Attorney even said the clause is not used when it is not reasonable to do so.

The same view in essence was that of the Douglas County attorney in his letter of May 13, 1985.

I enclose copies of all these documents for your review. I think they can be summed up by saying that the public agencies and particularly ODOT took the position before the Oregon legislature that Senate Bill 740 was unnecessary because it wouldn't apply anyway because the no damages for delay clause would not apply anyway if delays were unreasonable and unanticipated and caused by the owner.

Since all of these factors are present in our mediation situation, even without the statute I think ODOT is in a poor position to assert that the no damages for delay clause can be enforced.

If you need further information, please advise.

Very truly yours,

STUART G. OLES

SGO/jj
Enclosures

DAVE FROHNMAYER
ATTORNEY GENERAL

WILLIAM F. GARY
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
Justice Building
Salem, Oregon 97310
Telephone: (503) 378-6313

November 13, 1987

Larry Rulien
Highway Engineer

Mr. Stuart G. Oles
OLES, MORRISON & RINKER
3300 Columbia Center
701 Fifth Avenue
Seattle, Washington 98104-7007

Re: Donald M. Drake Company - Oregon Department of Transportation Medication

Dear Mr. Oles:

Pursuant to your request, I enclose a copy of Oregon Laws 1985, chapter 285, containing the text of Senate Bill 740. The bill became effective as law on September 19, 1985. Circled in red is the section to which I referred during our mediation and which was omitted from codification when the section was codified in the Oregon Revised Statutes.

You have also requested that I furnish you with a copy of trial court written decisions in which section 3 of the statute has been upheld. As you will recall, I told Mr. Piazza at the time of our mediation that there were no appellate court decisions concerning this statute to my knowledge. As in Washington, Oregon trial courts do not produce written transcripts of their proceedings unless a case is appealed. Should you wish to inquire further concerning trial court action, you may wish to inquire of Mr. Peter Ebert of the Donald Drake Company. Mr. Ebert was present with us at the mediation and was Donald Drake's representative at a case in which I represented the State and Mr. Dan Seifer represented the Donald Drake Company. My recollection is that that case took place after passage of Senate Bill 740 but prior to its approval by the Governor. When the matter of jury instructions arose, Mr. Seifer ably argued to Judge Stephen Herrell that Senate Bill 740 represented a public policy statement by the

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W. E. SCHWARTZ

legislature and should be given immediate effect. Judge Herrell considered the language of the statute and gave the State's instruction. I believe the matter also arose in August of 1986 at the trial of Ross Brothers Construction v. State of Oregon in Marion County Circuit Court. Mr. Seifer represented Ross Brothers Construction; however, I do not recall that Dan Seifer and I disagreed over the appropriate delay instruction to be given in that case. Judge Robert McConville presided.

I am not surprised that you as a Washington practitioner would be unaware of Oregon codifiers' practice of omitting effective dates and retroactivity provisions from codified statutes.

Very truly yours,

William F. Cloran

William F. Cloran
Attorney in Charge
Contracts Section

WFC/jep

Enclosure

cc: Anthony C. Piazza (w/enc.)
Larry Rulien (w/enc.)
C. O. Fredrickson (w/enc.)

4534T

permits issued under this section. Persons violating rules established by the division under this subsection are subject to penalty under sections 279 and 280, **chapter 338, Oregon Laws 1983** [*of this 1983 Act*].

SECTION 4. Section 2 of this Act becomes operative January 1, 1986.

SECTION 5. This Act amends sections of the Oregon Vehicle Code as enacted by chapter 338, Oregon Laws 1983. Nothing in this Act affects the operative date of such sections as provided by chapter 338, Oregon Laws 1983.

Approved by the Governor June 19, 1985
Filed in the office of Secretary of State June 20, 1985

CHAPTER 285

AN ACT SB 740

Relating to public contracts.

Be It Enacted by the People of the State of Oregon:

SECTION 1. Section 2 of this Act is added to and made a part of ORS 279.011 to 279.061.

SECTION 2. (1) Any clause in a public contract for a public improvement that purports to waive, release or extinguish the rights of a contractor to damages or an equitable adjustment arising out of unreasonable delay in performing the contract, if the delay is caused by acts or omissions of the public contracting agency or persons acting therefor, is against public policy and is void and unenforceable.

(2) Subsection (1) of this section is not intended to render void any contract provision that:

(a) Requires notice of any delay;

(b) Provides for arbitration or other procedures for settlement of contract disputes; or

(c) Provides for reasonable liquidated damages.

SECTION 3. Section 2 of this Act applies only to contracts described in subsection (1) of section 2 of this Act entered into or renewed after the effective date of this Act.

Approved by the Governor June 19, 1985
Filed in the office of Secretary of State June 20, 1985

CHAPTER 286

AN ACT SB 854

Relating to frozen desserts; amending ORS 621.311 and 621.325.

Be It Enacted by the People of the State of Oregon:

SECTION 1. ORS 621.311 is amended to read:

621.311. (1) As authorized by ORS 616.230 and 632.900 to 632.935, the department shall establish definitions and standards of identity for frozen desserts including ice cream, ice milk, sherbet, dietetic or dietary frozen desserts, mellorine, water ice, [*and*] milk shake base **and nondairy frozen dessert**.

(2) In addition to other guideposts and standards, the department in establishing definitions and standards for frozen desserts shall take into consideration the following:

(a) List of ingredients.

(b) Percentage of butterfat.

(c) Percentage of animal fat or vegetable fat content of mellorine.

(d) Percentage of total milk solids content.

(e) Percentage of total food solids content.

(f) Weight per gallon.

(g) Flavor and color labeling.

SECTION 2. ORS 621.325 is amended to read:

621.325. (1) In addition to the labeling required by ORS 621.320, each package or final delivery container of frozen desserts which are identified or standardized under ORS 621.311, shall be conspicuously labeled with the words "ice cream," "ice milk," [*or*] "sherbet" **or "nondairy frozen dessert,"** as the case may be, in boldfaced type.

(2) In addition to the labeling requirements of ORS 621.320 and subsection (1) of this section, frozen dietetic or dietary desserts identified and standardized in ORS 621.311 shall be conspicuously labeled "Dietary or Dietetic Frozen Dessert."

(3) In addition to the labeling requirements of ORS 621.320, each package or final delivery container containing mellorine shall be labeled with the word "mellorine" in boldfaced type not smaller than the largest lettering appearing on the package or container, followed by the words "containing vegetable fat" or "containing animal fat" in letters not less than three-eighths of an inch high.

Approved by the Governor June 19, 1985
Filed in the office of Secretary of State June 20, 1985

CHAPTER 287

AN ACT SB 16

Relating to veterans' loans; amending ORS 407.355 and 407.375; and declaring an emergency.

Be It Enacted by the People of the State of Oregon:

SECTION 1. ORS 407.375 is amended to read:

407.375. (1) When the director offers for sale a home or farm obtained for and in behalf of the state under ORS 407.135 and 407.145 (1), the director shall provide notice of the [*veterans' purchase preference required under subsection (2) of this section*] **proposed sale** to prospec-

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-5-6(127)303

2. STATE PROJECT NO.

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 87073

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE Septmeber 29, 1987

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER 1

10. GENERAL LOCATION:
Greeley Avenue Connection to I-5 Section

11. GENERAL DESCRIPTION OF WORK
Provide for cost of irrigation

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON A XXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 9/29/87 as requested in Mr. Fredrickson's letter of 10/27/87 as being cost effective for the use of City of Portland and PP&L forces to proceed with the above work.

State Force Order No. 1 is approved to a TEC of $4,480; Federal Funds $4,131.

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FOR
Info Inves R/D D/R Sign Act File

14. DATE 11/6/87

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

[illegible]

DM DRAKE

DONALD M. DRAKE COMPANY
1740 NORTHWEST FLANDERS STREET
PORTLAND, OREGON
97209
CONTRACTORS / DEVELOPERS
503 226-3991

November 6, 1987

Mr. Larry Rulien
Department of Transportation
Transportation Building
Salem, Oregon 97310

Subject: Greeley Avenue Project Mediation

Dear Mr. Rulien:

This letter will serve to confirm our prior agreement that the State of Oregon and the Donald M. Drake Company will share equally in the cost of the American Intermediation Service, in connection with the mediation of the subject project impact claim.

This letter will also serve to confirm my understanding that the Chairman of the Highway Commission and, I believe, you as State Highway Engineer, are committed, along with me, to see to it that our respective representatives are adequately prepared and that the decision-makers remain open-minded throughout the mediation process in order to give this method of dispute resolution every opportunity to work.

We trust the meetings will result in an equitable resolution of our claim.

Yours very truly,

DONALD M. DRAKE COMPANY

Franklin G. Drake
President

FGD:am

NOTED
W. E. SCHWARTZ

11-10-87
[illegible]

AIS AMERICAN INTERMEDIATION SERVICE
ONE MONTGOMERY STREET, WEST TOWER, SUITE 2100
SAN FRANCISCO, CA 94104 • 415/788-6253

November 2, 1987

Mr. Donald M. Drake
Donald M. Drake Company
1740 Northwest Flanders Street
Portland, OR 97209

Mr. Larry Rulien
Department of Transportation
Dept. of Transportation Building
Salem, OR 97310

RE: Greely Avenue Project
Our File No. 99018760

Dear Participants:

This is to confirm the scheduling of the mediation in the referenced matter for 9:00 a.m. on Monday, November 9 and Tuesday, November 10, 1987. The mediation will be held at 25425 S.W. Boons Ferry Road, in Wilsonville, Oregon. Telephone: (503)682-2211.

Participants should come to the mediation with all data they believe necessary or useful to the resolution of this matter, and such supporting documentation as may be reasonably necessary. Unless a different arrangement is agreed upon in advance, the parties to the dispute shall personally be present at the mediation. The participants shall have settlement authority, or in the alternative, have arranged to have available by telephone during the course of the mediation any person whose approval is needed for settlement.

Should you have any questions concerning these arrangements, please contact me at (800)826-5605 immediately. Thank you for your attention in this matter.

Sincerely,

Matthew M. Phillips

Matthew M. Phillips
Case Administrator

cy - Pat Schwartz

MMP:mws

Enc: Outline
Sample Confidentiality Agreement (General)

cf7n0202

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STATE HWY ENGR
NOV 6 '87
REFER TO
FOR
Info Invest R/D D/R Sign Act File

AIS AMERICAN
INTERMEDIATION
SERVICE
ONE MONTGOMERY STREET, WEST TOWER, SUITE 2100
SAN FRANCISCO, CA 94104 • 415/788-6253

OUTLINE OF AIS MEDIATION

AIS provides the parties with a trained, experienced mediator who will work with them for a virtually unlimited amount of time in seeking resolution of the case.

The mediation conference itself will consist of a joint session where the first order of business is the execution of a confidentiality agreement (copy attached).

Next, each party in turn will orally summarize its view of the case and current position. In this forum cases need not be proven; the mediator is looking only to obtain a thorough understanding of the dispute and the current positions of the parties.

At the conclusion of the joint session, the mediator will meet with each party in caucus. Here the party, in confidence, may disclose facts, theories, and positions that it did not, for a variety of reasons, wish to state in the joint session or at any other time in the litigation. The mediator then has the opportunity to play Devil's Advocate with the intention of getting that party's case into the most realistic terms obtainable. Next, options for resolution or settlement are explored thoroughly.

After these initial caucuses, the mediator will be able to tell whether a probability exists for settlement. If settlement does appear close, the mediator will so advise the parties and, perhaps, give an indication of what appears to be necessary to reach a conclusion. In such a case, the mediator will engage in a form of shuttle diplomacy among the parties, in caucus, in an effort to help the parties toward that point where the case will settle.

The process relies on the idea that a party can, in private caucus, reevaluate its case and decide on options as far as resolution is concerned without jeopardizing either its "public" position at the table or its strategy or tactics within the pending litigation.

In other words, AIS offers a safe forum in which to explore settlement prior to incurring further litigation expense or exposing one's position to the often uncertain results stemming from trial.

As additional background, please note that AIS is the largest mediation firm in the country. The bulk of our work is in the construction and personal injury fields, usually involving parties and interests. All of our mediators have considerable litigation background, and we conduct mediations nationwide, from Hawaii to Maine.

AIS AMERICAN INTERMEDIATION SERVICE
ONE MONTGOMERY STREET, WEST TOWER, SUITE 2100
SAN FRANCISCO, CA 94104 • 415/788-6253

SAMPLE

CONFIDENTIALITY AGREEMENT

File Name: ______________________________

File Number: ____________________________

The undersigned parties are attempting to resolve a dispute. The American Intermediation Service ("AIS") has assigned a mediator to work with them (hereinafter, all references to the "mediator" shall be taken to include AIS). In order to promote communication among the parties and the mediator and to facilitate settlement of the dispute, all parties agree that AIS has no liability for any act or omission in connection with the mediation, and further agree as follows:

All statements made during the course of the mediation are privileged settlement discussions, are made without prejudice to any party's legal position, and are non-discoverable and inadmissible for any purpose in any legal proceeding.

Any information disclosed by a party, or by a representative of a party, or by a witness on behalf of a party, to the mediator is confidential; no privilege shall be affected by any such disclosure.

Disclosure of any records, reports, or other documents received or prepared by AIS cannot be compelled. AIS shall not be compelled to disclose or to testify in any proceeding as to information disclosed or representations made in the course of the mediation or communicated to the mediator in confidence.

No aspect of the mediation shall be relied upon or introduced as evidence in any arbitral, judicial, or other proceeding, including but not limited to:

(a) Views expressed or suggestions made by a party with respect to a possible settlement of the dispute;

(b) Admissions made in the course of the mediation proceedings; and

(c) Proposals made or views expressed by the mediator or the response of any party thereto.

The parties agree that breach of this agreement would cause irreparable injury and that monetary damages would be an inadequate remedy, since the parties are relying upon this agreement of confidentiality in disclosing sensitive business and/or personal information. The parties therefore agree and stipulate that any party to this agreement may obtain an injunction to prevent disclosure of any such confidential information in violation of this agreement. The parties agree that if any party breaches this agreement, that party shall be liable for and shall indemnify the mediator for all costs, expenses, liabilities, and fees, including attorneys' fees, that may be incurred as a result of such breach.

Dated ____________________, 19____, and signed before commencement of the mediation by each of the persons whose signatures appear below.

AIS:

______________________________	______________________________ Mediator

Parties:

______________________________	______________________________
______________________________	______________________________
______________________________	______________________________
______________________________	______________________________
______________________________	______________________________

9729

October 12, 1987

CON 5 - 9729

Ross Island Sand & Gravel Co.
P. O. Box 02219
Portland, OR 97202

Attention: A. Charles Steinwandel
Executive Vice President

We have received your letter dated September 17, 1987, addressed to the Secretary of State and prime contractor, filing a claim against the following Highway Division contract:

FILED BY:	Ross Island Sand & Gravel Co.
AMOUNT:	$29,555.93
FOR:	Materials
AGAINST (PRIME CONTRACTOR)	Donald M. Drake Company
CONTRACT NO:	9729
PROJECT:	Greeley Avenue Connection to I-5 Section, Pacific Highway, Multnomah County.
SURETY:	United Pacific Insurance Co.
AGENT:	Corroon & Black of Oregon

We will advise the surety of the receipt of this claim.

Please advise this office when your claim has been paid.

Fran Neavoll
COMMISSION SERVICES

cc: United Pacific Insurance Co.
Bond Department
33405 8th Avenue So. C-3000
Federal Way, WA 98003

Donald M. Drake Co.
1740 NW Flanders
Portland, OR 97209

bc: Bryant Jackmond

NOTED ON CARD
slp 10-12-87

FKN:slp

ROSS PREMIX ISLAND

ROSS ISLAND SAND & GRAVEL CO.

September 17, 1987

Office of Secretary of State
136 State Capitol
Salem, ORegon 97310

Department of Transportation
Commission Services
Transportation Building
Salem, Oregon 97310

Donald M. Drake Company
1740 N.W. Flanders
Portland, Oregon 97209

Re: OSHD Contract No. 9729
Greeley Avenue Connection to I-5

Notice is hereby given that the undersigned, Ross Island Sand & Gravel Co. has a claim against the bond furnished on the above noted project for materials supplied.

Yours very truly,

ROSS ISLAND SAND & GRAVEL CO.

A. Charles Steinwandel
Executive Vice President

ACS/g
Certified -
Return Receipt

Amt. of claim
given by phone
$29,555.93

cc
Ⓕ

RECEIVED
SEP 18 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

delay in response
due to amt missing

4315 South East McLoughlin Blvd. • P.O. Box 02219 • Portland, Oregon 97202 • 239-5504

October 9, 1987

CON 5

Franklin G. Drake, President
Donald M. Drake Company
1740 NW Flanders Street
Portland, OR 97209

This will confirm our agreement to the dates of November 9 and 10 for mediating the Greeley Avenue project claims. Our mediation team, with Chuck Fredrickson as spokesman, will be available on these dates. Mr. Fredrickson will have full authority to resolve all claims on behalf of the State.

We suggest the Wilsonville Holiday Inn as a convenient, neutral location to conduct the mediation. The types of rooms you suggest are available on these dates. We will be pleased to make the arrangements for these rooms if you concur.

Larry Rulien
State Highway Engineer

bc C. O. Fredrickson
W. E. Schwartz
Rick Kuehn
Al Harwood
Jerry Street

WES:sl

DM DRAKE

DONALD M. DRAKE COMPANY
1740 NORTHWEST FLANDERS STREET
PORTLAND, OREGON
97209
CONTRACTORS/DEVELOPERS
503 226·3991

September 30, 1987

Mr. Larry Rulien
State Highway Engineer
Department of Transportation
Transportation Building
Salem, Oregon 97310

Subject: Greeley Avenue Project

Dear Mr. Rulien:

By your letter of September 11, 1987, you advised that you did not believe the State would be prepared to mediate the subject case on the previously set dates of September 24 and 25.

You felt that if representatives of Drake and the State had the opportunity to discuss the claim in detail, the parties would have a better understanding of each other's positions, which may reduce the number of items or amounts subject to mediation.

It is my understanding that Mr. Harwood and Mr. Fredrickson have scheduled meetings this week and the second week of October with Mr. Ebert and Mr. Schulthess for this purpose.

The American Intermediation Service has advised me that Mr. Tony Piazza is available again on November 9 and 10 for the mediation, and I respectfully request your confirmation to me that this date is acceptable to the State, without reservation, so that all parties have a deadline to work toward in the resolution of this matter. As soon as I hear back from you, I will advise the AIS accordingly. I would also like to have your thoughts on a suitable meeting place in Portland which could provide two small meeting rooms and one mid-size meeting room.

[illegible]

I look forward to hearing from you at your earliest convenience.

Yours very truly,

DONALD M. DRAKE COMPANY

Franklin G. Drake
President

FGD:am

enclosure: AIS letter, dated 9/24/87

NOTED
W. E. SCHWARTZ

Pat - R/D response by 10-16.

10/2/87
Send cc Schultz
Fredrickson
Harwood

Be prepared
R

RECEIVED
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OCT 2 '87
REFER TO

FOR

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INCORPORATED JANUARY 2 1973

1729

September 18, 1987

Donald M. Drake Company
1740 NW Flanders Street
Portland, OR 97209

CON 5
9729

RE: Adjustment of Contract Time
Greeley Avenue Connection to I-5
Contract No. 9729
FAP No. IR-IX-5-6(102)303

There have been three prior adjustments of contract time granted on the above contract due to changes in the construction of walls. These adjustments amounted to a total of an additional 185 calendar days. Your latest request for adjustment of contract time is based on items related to the latex modified concrete (LMC) construction.

This project consisted of two basic and different categories of work. One being work related to and dependent upon the construction of walls, and the other being related to and dependent upon the LMC work. There is little or no contract time interrelationship between these two categories of work. In other words, a delay to wall construction did not delay the LMC work.

Our last response to you concerning the adjustment of contract time did consider delays to the LMC work. However, we have again made an analysis and evaluated the LMC work and delays separately with the following findings and conclusions:

Findings

1. Excess Depth of LMC:

   The contract plans indicate a nominal 2 inch depth and a minimum depth of 1.5 inches. The actual overall depth averaged approximately 2.3 inches. No additional contact time is warranted for this minor variation.

2. Adjustment of Extensions at Expansion Joints:

   Performed as "Extra Work". Some adjustment of contract time is warranted. (See "Conclusions".)

3. Lack of Disposal Site for Material Excavated from I-5:

   The I-5 excavation may have delayed the LMC work. However, if so, it was because you were behind schedule as a result of late completion of earlier stages of work. No adjustment of contract time is warranted.

4. Joint Repairs:

   Performed as "Extra Work". Some adjustment of contract time is warranted. (See "Conclusions".)

5. LMC Mix Design:

   The mix design was the contractor's responsibility under the contract. No adjustment of contract time is warranted.

6. Layout of Traffic Barrier:

   The changes in the staging sequence was allowed at your request and actually expedited the LMC work. No adjustment of contract time is warranted.

7. Construction Detail for Joint Repair:

   There appears to have been no delay associated with the furnishing of the joint repair detail. The actual repair work was done as "Extra Work" and some adjustment of contract time is warranted for performance of this work. (See "Conclusions".)

Conclusions:

Some adjustment of contract time is warranted due to items 2, 4, and 7 above.

First, due to the modifications necessary, no LMC contract time will be charged for the winter period from November 12, 1985, to April 1, 1986. This amounts to a time adjustment of an additional 140 calendar days.

Second, the "extra work" performed under items 2, 4, and 7 prior to November 12, 1985, and after April 1, 1986, occurred on 78 different days during which time other contract work was also being performed. Our analysis indicates that the extra work required approximately 39 work days, or 55 calendar days.

The total LMC contract time adjustment warranted is therefore 195 calendar days. Contract time adjustments previously granted for wall construction related delays was 185 calendar days. Since the wall construction related work and the LMC related work are not interrelated, the net effect of the LMC delays is a contract time adjustment of an additional 10 calendar days and that amount of additional contract time is granted.

The adjusted contract time of completion for this contract is 945 calendar days. There remains 152 calendar days of liquidated damages under this contract.

Should you wish further review of this matter, or to submit additional information, please contact Region 1 Operations Engineer Al Harwood.

W. E. Schwartz
Assistant State Highway Engineer

WES:OBJ:kjm

bc:	C. O. Fredrickson	
	Al Harwood	w/attach.
	Roger Kuchinka	w/attach.
	FHWA	w/attach.
	Bruce Walton	

09181k

STATE OF OREGON **INTEROFFICE MEMO**

TO: C. O. FREDRICKSON
Construction Engineer

DATE: September 16, 1987

FROM: Allan Harwood
ALLAN C. HARWOOD
Region Operations Engineer

SUBJECT:

Greeley Avenue Connectionn to I-5
Contract No. 9729

Enclosed is a request from the contractor on the subject project for an increase in time in which to complete the project without assessment of liquidated damages. This is the forth time extension considered for this project.

Summary of time allowed on previous requests and contract time:

		Calendar Days	Projected Date
Specified completion		750	November 12, 1985
Time extension request #1	65		
Time extension request #2	58		
Time extension request #3	62		
Previously Granted		185	
Revised Completion		935	May 17, 1986

The contractor's request is based on alleged delays to the Latex Modified Concrete (LMC) deck overlay work. In the letter accompanying the request Drake lists changes in the LMC work, added extra work and joint repairs and adjustments as a basis for the time extension request. They also claim the State's failure to provide a disposal area for material excavated from I-5 delayed the LMC work.

9-18-87

W. E. Schwartz -

I concur with Region and recommend an additional time extension of 10 calendar days.

CE ___ CAE ✓ **RECEIVED** SPC ___ TC ___
COE ___ OM ___ SA ___ CC ___
OE ___ SEP 16 1987 FE ___ CP ___
CA ___ PQC ___
CAM ___ **CONSTRUCTION** QCS ___
MO ___ **SECTION** PAE ___

81-125-1387

ANALYSIS OF DELAYS CLAIMED

Excess depth of LMC

Plans indicate a nominal depth of 2" and a minimum depth of 1 1/2 inches. The actual overall depth averaged about 2.3 inches. Any additional time for placement of slight increase in depth is minimal.

No time is recommended

Adjustment of extrusions at expansion joints:

This was extra work and additional time is included in recommendations.

Lack of disposal site for material excavated from I-5:

The I-5 excavation may have delayed the latex. However: if so it was because the contractor was behind schedule as a result of late completion of earlier stages of work for which the State recognizes no responsibility.

No time recommended

Joint repairs:

Joint repair work was performed as extra work. Additional time is included in the recommendations for this work.

LMC mix design:

Mix design was the contractor's responsibility. When material proposed for use in the original mix design failed to meet specifications, a change in material required a new mix design. Any delay due to lack of mix design, condition of materials or compliance with material specifications is the contractor's responsibility.

No time recommended

Lay out of traffic barrier:

We recognize no delay. In fact it is our position the changing of the staging sequence was at the contractor's request and actually expedited the LMC work.

No time recommended

Construction detail for joint repair:

> No delay associated with the furnishing of the joint repair details is recognized. There was a delay due to extra work performed in the actual repair of the joints and time is included in the recommendations.

RECOMMENDATIONS

The project has 2 work paths--each with little dependency on the other during the period of the claimed delays. Delays to the wall work for which time was previously granted have minimal if any affect on the latex work. Time allowed for the wall work and the latex work should not be additive.

Latex work was scheduled to commence in March 1985. Widening of I-5 viaducts and P.C.C., paving of I-5 which had to be completed prior to the latex work was behind schedule precluding completion of the latex work in 1985. The State accepts no responsibility for the widening work and I-5 paving being behind schedule.

It is my recommendation that time be allowed after April 1, 1986 for delays in completion to the latex overlay due to the joint repair work and other extra work which had to be performed in preparation for placement of the LMC overlay. Extra work for which additional time is recommended was that performed prior to November 12, 1985 and that performed after April 1, 1986. My recommendation is that no time be charged for latex work between November 12 and April 1, 1985 so any extra work performed during that period should not be considered in granting time.

The number of days on which significant extra work was performed during the eligible period was 78. This includes days when subcontractors Hamilton and Kaspac were performing extra work. On most of the 78 days other work necessary for completion of latex work was in progress. On some of the days 4 hours or less extra work was paid for. It is therefore my opinion that an allowance of 1 day for each 2 days on which extra work was performed is reasonable. This recommendation would add 39 calendar work days to the time for completion. Adjusting the calendar work days to calendar days would result in a time extension of 56 days.

Any time allowed should be allowed after April 1, 1986. My recommendation would extend the required completion date to May 26, 1986. The completion date was extended to May 17, 1986 by previously granted time extensions. The net result of the recommendation contained herein is to grant 9 additional calendar days.

ACH:cms

September 11, 1987

Franklin G. Drake, President
Donald M. Drake Company
1740 NW Flanders Street
Portland, OR 97209

CON 5
9729

Greeley Ave. Connection to I-5
Pacific Highway
Contract No. 9729
FAP No. IR-IX-5-6(102)303

On September 1 and September 4, 1987, Mr. Fredrickson and Mr. Harwood of the Highway Division met with Mr. Ebert and Mr. Schulthess of your company to attempt to resolve some of the issues contained in your claim letter of August 18, 1987. At that time, an offer was made to Mr. Ebert for resolution of a number of those items. Both Mr. Fredrickson and Mr. Harwood had the authority to finalize those offers at that time, but apparently Mr. Ebert did not have such authority from the Donald M. Drake Company.

At the September 4 meeting, Mr. Ebert presented Mr. Harwood with a part of the information requested in my letter to you of August 28, 1987. It was voluminous, and will take a substantial amount of time to research and understand. Both Mr. Fredrickson and Mr. Harwood are of the opinion that it will not be possible to research and substantiate the substance of your impact claim to the extent necessary for there to be a meaningful mediation session on September 24 and 25.

At the September 4 meeting, it was proposed to Mr. Ebert that the mediation session be postponed until early November. This would allow for the necessary review to take place, would allow for additional meetings between the Highway Division and your personnel, and could, possibly, eliminate the need for the mediation. It would at least give us the opportunity to clarify any points in question before attempting the mediation session and should shorten the time frames considerably when the mediator was being utilized. That time would also allow for your vacation and for the attendance of our personnel at some meetings which would be advantageous to them.

Mr. Harwood has advised the Construction Section that his analysis of the time extension request related to the latex work will be sent to them this week. A response should be in the mail to you by September 18.

We do not want to enter a mediation process without giving that process every chance for a successful conclusion. Unless there is a clear understanding of the issues, a clear agreement on entitlement, and a rational basis for determining equitable compensation, there is little chance that this would occur. It should be to our mutual advantage to take the time necessary for adequate preparation.

Larry Rulien
State Highway Engineer

bc W. E. Schwartz
C. O. Fredrickson
Rick Kuehn
Al Harwood

COF:mk sl

DM DRAKE

DONALD M. DRAKE COMPANY
1740 NORTHWEST FLANDERS STREET
PORTLAND, OREGON
97209

CONTRACTORS/DEVELOPERS

503 228 3981

September 2, 1987

RECEIVED
STATE HWY ENGR

SEP 3 '87

REFER TO
Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		✓				

ay
9/3

Pat Schwartz - R/D
by 9-8-87.

Mr. Larry Rulien
State Highway Engineer
Department of Transportation
Transportation Building
Salem, Oregon 97310

Dear Larry:

I believe it is important that we both make every effort to maintain the agreed dates set for mediation of September 24 and 25.

1. The mediator you and I agreed upon is available on those dates, but is heavily booked otherwise.

2. Other people in our organization who are involved in this project in some manner have been alerted to be available for these dates.

3. The great majority of the information contained in our impact claim has been previously submitted to the State for their response.

In specific response to your letter of August 28, we will deliver to Mr. Fredrickson and Mr. Harwood the information you requested under the category EQUIPMENT, PROJECT OVERHEAD, and HOME OFFICE OVERHEAD. We will review this information with them and to answer their questions.

To further the open exchange of information, we would appreciate receiving the following information and cooperation from the State on or before September 10:

1. The Region's response to our latex work time extension request.

   We have been waiting all this year for a response to our latex time extension request, and, although we received the Region's draft letter response in late July we never did receive the Region's response in final form. This has become a sensitive issue for the Donald M. Drake Company because, as you know, the State has withheld substantial funds as liquidated damages and, although we understand, after many months, Mr. Street did produce a multi-page response, we have not received the requested information from the State. Please furnish on or before September 10.

INCORPORATED JANUARY 2 1973

2. Resolution of the asterisked items referred to in our letter of August 18, 1987, through the scheduled negotiations with Mr. Harwood and Mr. Fredrickson. It should not be necessary to burden the mediation process with such items.

Let's try and keep the resolution of the Greeley extra work and impact claim on schedule. Your continued cooperation in this endeavor is essential.

Yours very truly,

DONALD M. DRAKE COMPANY

Franklin Drake

Franklin G. Drake
President

FGD:am

cc: Mr. Michael Hollern
Mr. Robert Bothman

9729

DM DRAKE

DONALD M. DRAKE COMPANY
1740 NORTHWEST FLANDERS STREET
PORTLAND, OREGON
97209-2283
CONTRACTORS/DEVELOPERS
503 226-3991

c

HAND DELIVERED

September 3, 1987

219-695

Oregon State Highway Division
9002 S.E. McLoughlin Blvd.
Milwaukie, OR 97222

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
SEP 8 '87
REFER TO
FOR

R

Attention: Mr. Allan C. Harwood

Subject: Greeley Avenue Connection to I-5
Contract No. 9729

Reference: 1) OSHD Letter dated August 28, 1987

Gentlemen:

On September 1, 1987, we received Mr. Larry Rulien's, State Highway Engineer, request for the "full backup and explanation of attached figures" for certain claim items: Home Office Overhead, Project Overhead, and Equipment."

Regarding Home Office Overhead, we submit Attachment "A" which consists of:

1) Exhibit 1 - Home Office Cost.

2) Exhibit 2 - Assumptions for Home Office Overhead Allocation.

3) Exhibit 3 - Direct Labor per General Ledger for Original Contract Period.

4) Exhibit 4 - Home Office Overhead per General Ledger for Original Contract Period.

Concerning Project Overhead, we submit Attachment "B" which consists of:

1) Exhibit 1 - Salaried Payroll Summary with appropriate Time Sheets and Rates.

2) Exhibit 2 - Hourly Payroll Summary with appropriate Time Sheets and Rates.

Concerning Equipment, we submit Attachment "C" which consists of:

1) Regarding Paragraph 1:

    a) Exhibit 1 - Equipment Time Allocation Notes
    b) Exhibit 2 - Equipment Utilization Summary
    c) Exhibit 3 - Overhead Equipment Tabulation/Comparison

2) Regarding Paragraph 2:

   a) Exhibit 4 - Equipment Rental Rate Development with Blue Book Rental Rates and appropriate OSHD Equipment Rental Rate Determination

3) Regarding Paragraph 3:

   a) Exhibit 5 - Payroll Taxes & Insurance Description with appropriate Backup Data

4) Regarding Paragraph 4, we submit the following Exhibits for their respective items: PC 169 - Exhibit 6; PC 171- Exhibit 7; PC 174 - Exhibit 8; PC 175 - Exhibit 9; PC 189- Exhibit 10; PC 203 - Exhibit 11.

   You will note that certain dollar totals have minor changes and we have shown these on the cover sheet. Accordingly, we will adjust our claim summary to reflect these changes.

If you have any more questions, please advise.

Very truly yours,

DONALD M. DRAKE COMPANY

Peter deC. Ebert
Executive Vice President

PdeCE.ls

cc: Mr. Larry Rulien
    Mr. C. O. Fredrickson
    Mr. Lee Schulthess

August 28, 1987

CON 5

Franklin G. Drake, President
Donald M. Drake Company
1740 NW Flanders Street
Portland, Oregon 97209

We were premature in setting the mediation date of September 24 and 25. My people have now had an opportunity to review your impact claim and need the "full backup and explanation of attached figures" for the following claim items.

Home Office Overhead:

- Method of computation and rate of compensation and names of persons included.
- Method of computation and identification of items for other costs.

Project Overhead:

- Detailed breakdown of labor, names, time, rate, dates. This information should be in tabular form with time cards or other documentation as backup to facilitate and expedite our review.

Equipment:

- Detailed breakdown of equipment distribution costs or other documentation to support distribution of costs and to verify use and presence on the project of claimed equipment.
- Detailed description of equipment as necessary to verify rental rates.
- An explanation and computation of taxes, fringes, fee, PRT and I, effective rate, bid rate, composite rate, etc.

- Information to properly evaluate several of the items labeled "designed changes". Specifically the basis for planned latex placement costs used in item 203, latex calibration costs and a detailed breakdown of costs included in items 169, 171, 174, 175 and 189.

Mediation does not seem appropriate on entitlement only and we will be in no position to deal with dollars on an extensive and complex issue like this without a reasonable opportunity to review and check the data. We should cancel the September 24 meeting and reestablish a date four weeks from the time you give us the necessary information.

Larry Rulien
State Highway Engineer

cc Mike Hollern
   Robert N. Bothman

bc W. E. Schwartz
   C. O. Fredrickson
   Rick Kuehn
   Al Harwood

LWR:sl

DM DRAKE

DONALD M. DRAKE COMPANY
1740 NORTHWEST FLANDERS STREET
PORTLAND, OREGON
97209
CONTRACTORS / DEVELOPERS
503 226-3991

August 24, 1987

Mr. Anthony C. Piazza
American Intermediation Service
One Montgomery Street
West Tower, Suite 2100
San Francisco, CA 94104

Subject: Greeley Avenue Project

Dear Mr. Piazza:

Mr. Rulien, of the Oregon State Department of Transportation, and I have agreed to accept Barbara Phillips' recommendation that you mediate the subject case.

It is my understanding, in talking with Mr. Rulien and to you, that all parties have agreed that the mediation should start at 8:30 a.m., on Thursday morning, September 24, and have set aside the full day of the 24th and the full day of Friday, the 25th, should it be necessary and productive toward the resolution of this matter.

Put on your Calendar?

Mr. Rulien is looking into the availability of a conference room and several side meeting rooms in Portland for September 24 and 25. We will advise you later of the exact location for the mediation.

Larry?

Should you need any assistance with hotel reservations for the evening of September 23 and 24, please let my secretary, Anne McKenrick, know.

Should you desire to have a copy of the claim presented by Donald M. Drake Company to the State of Oregon prior to your meeting with both sides on September 24, we will be happy to send it to you.

Yours very truly,

DONALD M. DRAKE COMPANY

Franklin G. Drake
President

FGD:am

cc: Mr. Larry Rulien, ODOT

cy - Schwartz

RECEIVED
STATE HWY ENGR
AUG 26 '87
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DM DRAKE

DONALD M DRAKE COMPANY
1740 NORTHWEST FLANDERS STREET
PORTLAND, OREGON
97209
CONTRACTORS/DEVELOPERS
503 226 3991

August 18, 1987

Mr. Larry Rulien
State Highway Engineer
Department of Transportation
Transportation Building
Salem, Oregon 97310

Subject: Greeley Avenue Project

Dear Larry:

Enclosed is the Donald M. Drake Company Impact Claim in reference to the subject project. Also enclosed is a tabulation of all the outstanding issues we have been attempting to negotiate with Mr. Street and Mr. Harwood over a prolonged period. Those items with an asterisk in front of them are items that should be possible to resolve in negotiations with Mr. Harwood and Mr. Fredrickson prior to mediation of the impact claim. We therefore specifically request that during the next two weeks some time be allocated by Mr. Harwood and Mr. Fredrickson to meet with us to see if these issues can be resolved without burdening the mediation process with them.

May I hear from you on this possibility at your earliest convenience?

Yours very truly,

DONALD M. DRAKE COMPANY

Franklin

Franklin G. Drake
President

FGD:am

enclosures
cc: Mr. Chuck Fredrickson
Mr. Allan Harwood

R

INCORPORATED JANUARY 2 1973

9729

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

DATE: August 18, 1987

In Reply Refer to
File No.:
CON 5
9729

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: for Bruce M Walton
C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. IR-IX-5-6(102)303

Contract 9729, Work Completed October 25, 1986

Project Greeley Ave. Connection to I-5

Highway Pacific

County Multnomah

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date July 10, 1987

LMH
for Dale E. Wilken
Division Administrator

RECEIVED
STATE HWY ENGR
AUG 24 '87
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

BMW:mk

cc: L. Rulien
C. O. Fredrickson
Richard Kuehn
B. M. Walton

CPC/FL4

RECEIVED
AUG 19 1987
OREGON DIVISION

NOTED
LARRY RULIEN

734-2023 (2-85)

9729

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 10, 1987

In Reply Refer to
File No.:

CON

CON 4-6
sf

Franklin G. Drake, President
Donald M. Drake Company
1740 N.W. Flanders Street
Portland, OR 97209

Greeley Avenue Project

I enjoyed the meeting and discussion of August 4 with you and Mike Hollern. As indicated in that meeting, and in reply to your letter of August 4, we will be happy to try a mediation effort to facilitate an equitable resolution of claims on the Greeley Avenue project.

I understood that you will soon present to us the long-awaited "impact" claim. We need a little time to review the impact claim prior to mediation.

We can get together any time at your convenience to discuss the ground rules of the mediation. We agreed to split the cost of the mediator and perhaps you and I should conduct a joint interview for selection. Our Construction Engineer Chuck Fredrickson will be our decision maker.

/s/ Larry Rulien
Larry Rulien
State Highway Engineer

bc: Michael P. Hollern (w/copy of 8-4-87 ltr.)
Robert N. Bothman (" " " ")
Pat Schwartz (" " " ")
Chuck Fredrickson (" " " ")
Al Harwood (" " " ")

LWR:kkr
003

Form 734-3122 (1-87)

DM DRAKE

DONALD M. DRAKE COMPANY
1740 NORTHWEST FLANDERS STREET
PORTLAND, OREGON
97209
CONTRACTORS/DEVELOPERS
503 226-3991

August 4, 1987

Mr. Larry Rulien
State Highway Engineer
Department of Transportation
Transportation Building
Salem, Oregon 97310

Subject: Greeley Avenue Project

Dear Mr. Rulien:

Over the past year and, in some instances, for over two years, we have been engaged in an effort to resolve extra cost items precipitated by the State.

Receiving meaningful responses from the State has been unreasonably slow throughout the life of this project. Our tally sheet indicates that out of 73 items, totalling $562,000 excluding our impact claim, the State has seen fit to resolve only 24, for a total of $14,213, through the date of this letter. Some of the unresolved submissions date back as far as April, 1984.

We have indicated, on numerous occasions, that there should be a more efficient way to handle dispute resolution of this type than through litigation. In addition, you and AGC representatives have met on several occasions regarding the claims resolution process (including mediation), among other matters, and hopefully something constructive will come out of those meetings in the near term.

As for the Greeley job, we have received the Region's draft response to the latex time extension request and find it, in several areas, non-responsive to the facts. Based on what we have now seen, we will be completing our impact claim on this project within the next two weeks and respectfully request you consider implementing the suggestion we have made in previous correspondence and discussions concerning mediation.

If the mediation process is acceptable, we would like to make a presentation of our claim to the decision-makers for the State in a mediation session as soon as possible.

We look for an early response on this subject and will be happy to meet further with you to establish the appropriate timetable and parameters.

Yours very truly,

DONALD M. DRAKE COMPANY

Franklin G. Drake
President

FGD:am

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-IX-5-6(102)303

2. STATE PROJECT NO.

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00090

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
JUL 10 '87
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Ac	File

7. DATE AUTHORIZATION EFFECTIVE May 29, 1987

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER 1

10. GENERAL LOCATION: Greeley Avenue Connection to I-5

11. GENERAL DESCRIPTION OF WORK Sign revision work

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON A~~N AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 5/29/87 as requested in Mr. Fredrickson's letter of 6/26/87 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 17 is approved to a TEC of $8,500; Federal Funds $7,838.

14. DATE 7/10/87

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

jc

U. S. DEPARTMENT OF TRANSPO TION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-IX-5-6(102)303
2. STATE PROJECT NO.
2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 00090

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
JUL 10 '87
REFER TO Potter
FOR

nfo	nves	R/D	/R	ign	ct	ile

7. DATE AUTHORIZATION EFFECTIVE June 17, 1987
8. FEDERAL ROUTE NUMBER Interstate 5
9. STATE ROUTE NUMBER 1

10. GENERAL LOCATION:
Greeley Avenue Connection to I-5

11. GENERAL DESCRIPTION OF WORK
Sign Illumination and Flashing Light

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 6/17/87 as requested in Mr. Fredrickson's letter of 6/26/87 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 18 is approved to a TEC of $2,000; Federal Funds $1,844.

14. DATE 7/8/87
15. SIGNATURE OF APPROVING OFFICIAL
16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9729

July 8, 1987

CON 5 - #9729

Stoel Rives Boley Jones & Grey
Attorneys at Law
Suite 2300
Standard Insurance Center
900 SW Fifth Avenue
Portland, OR 97204-1268

Attention: Greg V. Close

We have received the Notice of Claim dated June 22, 1987, addressed to the Secretary of State and the Highway Division, on behalf of White Buffalo Construction, Inc., against the following Highway Division contract:

FILED BY:	White Buffalo Construction, Inc.
AMOUNT:	$34,100 plus interest
FOR:	Labor and materials
AGAINST (PRIME CONTRACTOR):	Donald M. Drake Company
CONTRACT NO.:	9729
PROJECT:	Greeley Avenue Connection to I-5 Section, Pacific Highway, Multnomah County
SURETY:	United Pacific Insurance Company
AGENT:	Corroon & Black of Oregon

Please advise this office when your client's claim has been paid. Our address is 121 Transportation Building, Salem, OR 97310.

Fran Neavoll
COMMISSION SERVICES

cc: Donald M. Drake Company
1740 NW Flanders
Portland, OR 97209

United Pacific Insurance Company
33405 8th Avenue S., C-3000
Federal Way, WA 98003

bc: Bryant Jackmond FKN:cc

Noted on card
cc

[illegible] 1987

NOTICE OF CLAIM

(ORS 279.526)

REGISTERED MAIL

TO: STATE OF OREGON
HIGHWAY DIVISION,
DEPARTMENT OF TRANSPORTATION;
SECRETARY OF STATE

NOTICE IS HEREBY GIVEN that the undersigned, White Buffalo Construction, Inc., an Oregon corporation, has a claim for labor and materials in the amount of $34,100, together with appropriate interest thereon, against the bond taken from Donald M. Drake Company as principal, and United Pacific Insurance Co., as surety, for work performed on the Greely Avenue Connection to Interstate 5, Oregon State Highway Division Contract No. C-0 9729. Such labor and materials were supplied to Donald M. Drake Company.

DATED THIS 22 day of June, 1987.

White Buffalo Construction, Inc.

By
Luther Clavenger, President

cc: Donald M. Drake, Co.(Registered Mail)
United Pacific Insurance Co. (Registered Mail)

RECEIVED
JUN 29 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9729

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WEEKLY REPORT FOR CONSTRUCTION PROJECTS

WEEK ENDING: July 4, 1987
CONTRACT NO: C09729
F A PROJECT NO: IX-IR-5-6(102)303
DATE OF AWARD: October 25, 1983
FIRST NOTIFICATION DATE: December 14, 1983
ESTIMATED DATE OF COMPLETION, OR SECOND NOTIFICATION DATE AND: October 25, 1986
ESTIMATED SEMIFINAL SUBMITTAL DATE: July 8, 1987
AVERAGE FORCE ON PROJECT THIS WEEK
SUPERVISORS: 0 WORKERS: 0
PERCENT CONTRACT WORK COMPLETED: 100%

PROJECT NAME (SECTION): Greeley Avenue Connection to I-5
HIGHWAY: Pacific
COUNTY: Multnomah
CONTRACTOR: Donald M. Drake Co.
KIND OF WORK: Grad, Pave, Struct, Signs, Illum, TS & Lnd Scp

PROJECT AUTHORIZATION

CURRENT AUTHORIZATION $ 9,202,984.33
ESTIMATED PROJECT COST $ 9,159,695.93
ESTIMATED PERCENT ~~OVERR~~UN/UNDERRUN 0.5 %

ENGINEERING

AUTHORIZATION $ 603,015.42
COST THIS WEEK $ 1,000.00
TOTAL TO DATE $ 1,091,000.00
PERCENT OF AUTHORIZATION 180 %

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PRESENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
CD	/ /	935	1097.0	117	no
	/ /	0	0.0	0	
	/ /	0	0.0	0	
	/ /	0	0.0	0	

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	Ld Scape
ORIG. CONTRACT QUANTITIES	50,300 CY	30,600 TN	10,600 TN			
EST. CORRECTED QUANTITIES	80,000 CY	32,339 TN	10,360 TN			
EST. PERFORMED TO DATE	80,000 CY	32,339 TN	10,360 TN			
PERCENT PERFORMED TO DATE	100	100	100	100	100	100

ACTIVITIES THIS WEEK:

State Forces installed Sign Illumination Equipment for Signal Ahead Sign on Interstate Avenue.

NO ACTIVITY BY THE CONTRACTOR

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

READY FOR FINAL INSPECTION
//////////////\\\\\\\\\\\\\\\\

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

Greeley Avenue on and off Connection to I-5 opened on October 13, 1986.
Increase in project authorization approved on September 16, 1986.

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN) Roger W. Kuchinka
Roger W. Kuchinka

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

9729

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

ROAD DESIGN SECTION

June 5, 1987

In Reply Refer to
File No.:
LEG

NOTED
E S HUNTER

John C. McLean, Assistant Attorney Gen.
Department of Justice
500 Pacific Bldg., 520 SW Yamhill
Portland, OR 97204

Re: Foster, et al. v. Drake et al
Mult. Co. Circuit Court No. A-8704-02404
Accident 1/16/86 - Northbound off-ramp at Killingsworth, Portland

Just received another bit of information from our Region 1 office in Milwaukie. It lists the number of accidents in the above area between January, 1986 and October, 1986.

Randy Inloes has assured me he has made contact with you and shared the information he had available.

JVeal

Joyce Veal
Staff Assistant

jv

cc: E. S. Hunter
Jack Sollis

RECEIVED
STATE HWY ENGR
JUN 8 '87
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

STATE OF OREGON
1859
NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

In Reply Refer to
File No.:
TRA 4-3

April 17, 1987

David McDonald
M. D., Inc.
Suite 450
1020 S.W. Taylor
Portland, OR 97205

Listed below is the count of the reports of motor vehicle traffic accidents on northbound Interstate 5 in Portland. Specifically, this is the NB Exit to Killingsworth--NB Exit to N. Columbia Boulevard section, milepost 303.76 to milepost 305.98. The period covered is January, 1986 to October, 1986.

This is provided in response to your recent telephone request for the count.

No. Accidents	No. Fatalities	No. Injured
26	--	25

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

CIV/dcb

bc: Rick Kuehn ✓

OM MRE OE PPM CE
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CSA Region 1 TAM
RUS RSO
RAS PA EM TRG LM

734-1839 (1-87)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

ROAD DESIGN SECTION

In Reply Refer to File No.: LEG

June 2, 1987

John C. McLean
Assistant Attorney General
Department of Justice
500 Pacific Building, 520 SW Yamhill
Portland, OR 97204

Re: Susan E. Foster, et al. v. Donald M. Drake Co. and State
Multnomah County Circuit Court No. A-8704-02404
Accident 1/16/86 - Northbound Off-ramp at Killingsworth, Portland

This is in response to Plaintiff's First Request for Production in the above-named case, and your letter to me dated May 19, 1987.

My request to our Region 1 office and Maury Payne was given to Randy Inloes, Maintenance Supervisor for the North Portland area, for response.

I talked with Randy this afternoon and he indicated that he had supplied Risk Management with information earlier. Perhaps these were some of the items you mentioned were not very legible. Since you are both in Portland and he has originals, I asked Randy if he would contact you for a meeting and he can provide you directly with copies of what he has. He said he will get in touch with you in the next few days.

Randy Inloes' phone number is 283-5810. His office is at 1100 North Columbia Boulevard in Portland.

If I can be of any further assistance, please call me at 378-6558.

Joyce Veal, Staff Assistant
Road Design Section

cc: ✓E. S. Hunter w/enc.
Jack Sollis "
Rick Kuehn
M. D. Payne
Randy Inloes

jv

RECEIVED
STATE HWY ENGR
JUN 2'87
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
LEG

TO: Rick Kuehn, Region 1 Engineer
Maury Payne, Dist. 2B Maintenance Supr.

DATE: May 21, 1987

FROM: Joyce Veal, Staff Assistant
Road Design Section

Joyce

SUBJECT: Request for Production
Susan E. Foster, et al v. Donald M. Drake, et al

I-5 Northbound Off-Ramp at Killingsworth, Portland

Enclosed is a copy of a letter from John McLean, Assistant Attorney General, and Plaintiff's First Request for Production concerning an accident which occurred January 16, 1986 at the subject area.

I would appreciate you promptly looking into this to see what materials you could provide for this request. I'm wondering if you have already provided information to the Risk Management Division of General Services, mentioned in McLean's letter.

If there is any problem with producing the items requested, please let me know. I'd like to be able to provide John McLean with them by June 9, if possible, so that he has a little time to review before the June 13 date demand by Plaintiff's attorney.

cc: Jack Sullivan

Enclosures

jv

NOTED
D. O. Christensen

DAVE FROHNMAYER
ATTORNEY GENERAL

WILLIAM F. GARY
DEPUTY ATTORNEY GENERAL

STATE OF OREGON
1859

DEPARTMENT OF JUSTICE
PORTLAND OFFICE
500 Pacific Building
520 S.W. Yamhill
Portland, Oregon 97204
Telephone: (503) 229-5725

RECEIVED
MAY 20 1987
ROAD DESIGN
SECTION

RDE
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FDS
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PDE
PDS

BPM
LPC
LA
LDS
RWD
LLC
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GTE
OFFICE

May 19, 1987

Ms. Joyce Veal
Department of Transportation
Highway Division
135 Transportation Building
Salem, OR 97310

RE: Susan E. Foster, et al. v. Donald M. Drake Company, et al.

Dear Joyce:

Plaintiffs in the above lawsuit are the driver and two passengers in a car which on January 16, 1986 allegedly hit a pothole on the shoulder of the I-5 northbound off ramp to Killingsworth in Portland. Sued along with the State is the Donald M. Drake Company, which was working in the area under Highway Contract No. 97291. Unfortunately, the contractor may not have been responsible, and if that proves to be the case the State will not be covered by the contractor's liability policy.

Enclosed is plaintiffs' First Request for Production. It would appreciated if three sets of the requested material could be sent to me. From seeing copies of some of the material which was sent to Risk Management, there may be a problem in getting legible copies. If so, I will probably have to have the original documents sent. If there are any questions, please give me a call at 229-5725.

Sincerely,

Jack

John C. McLean
Assistant Attorney General

JCM:ca
Enclosure

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MULTNOMAH

SUSAN E. FOSTER, LEONARD JAMES FOSTER and RUSSELL A. BENNETT, Plaintiffs, v. DONALD M. DRAKE COMPANY, an Oregon corporation and STATE OF OREGON, Defendant.	)	CASE NO. A8704-02404 PLAINTIFFS' FIRST REQUEST FOR PRODUCTION

TO: Defendant STATE OF OREGON, and its attorney, John C. McLean.

DEMAND IS HEREBY MADE upon you to produce on or before June 13, 1987, the following documents and information at the offices of Plaintiffs' attorneys, Willard E. Merkel and Galton, Popick & Scott, 506 S.W. Sixth Avenue, Suite 800, Portland, Oregon 97204; upon your failure to so produce, the Plaintiffs intend to seek appropriate relief;

1. Copies of all statements, whether written or recorded, made by Plaintiffs regarding the subject matter of this suit;

2. Copies of all medical reports or records pertaining to Plaintiffs' physical condition at any time, not previously supplied by Plaintiffs to Defendant;

3. Copies of any photographs of Plaintiffs' vehicle involved in the collision alleged in the Complaint, copies of any photographs of any other vehicles damaged by the defect in the

roadway as alleged in the Complaint, or photographs of the accident scene;

4. Copies of all documents showing the names, addresses and telephone numbers of any persons witnessing the accident alleged in the Complaint or who arrived on the scene of the accident prior to the departure of the parties or who experienced property damage or personal injury as a result of contact with the hole in the roadway as alleged in the Complaint;

5. Copies of all repair estimates and final repair bills relating to any property damage caused by the hole in the pavement as alleged in the Complaint;

6. Copies of any documents showing repairs made to the hole in the pavement as alleged in the Complaint, expenses related to repair and/or materials used in the repair of said hole in the roadway;

7. Copies of all documents of insurance, including declaration sheets showing amounts of coverage, which were in force and effect on the date of the accident alleged in the Complaint and may be available to pay the damages sought by Plaintiffs in this suit;

NOTICE: THIS IS A CONTINUING REQUEST AND APPLIES TO ANY ITEM OF EVIDENCE ENUMERATED ABOVE WHICH COMES INTO DEFENDANT'S POSSESSION FROM THE DATE HEREOF UNTIL THE FINAL DISPOSITION OF THE CASE.

DATED this 13th day of May, 1987.

GALTON, POPICK & SCOTT

By /s/ WILLARD E. MERKEL

WILLARD E. MERKEL, OSB NO. 79085
Of Attorneys for Plaintiffs

2/PL35

CERTIFICATE - TRUE COPY

I hereby certify that I have prepared the foregoing copy of PLAINTIFFS' FIRST REQUEST FOR PRODUCTION and have carefully compared the same with the original thereof; and it is a correct copy therefrom and of the whole thereof.

DATED: May 13, 1987

WILLARD E. MERKEL
OF ATTORNEYS FOR PLAINTIFFS

I hereby certify that I served the foregoing on:

Mr. John C. McLean
Attorney at Law
500 Pacific Building
520 S.W. Yamhill Street
Portland, Oregon 97204

by mailing him a true and correct copy thereof, certified by me as such. I further certify that said copy was placed in a sealed envelope and addressed to him and deposited in the Post Office at Portland, Oregon, on the 13th day of May, 1987, and that the postage thereon was prepaid.

DATED: May 13, 1987

/s/ WILLARD E. MERKEL

WILLARD E. MERKEL
OF ATTORNEYS FOR PLAINTIFFS

2/FORMS

[illegible]

STATE OF OREGON
1859
NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region I
9002 SE McLOUGHLIN, MILWAUKIE, OREGON 97222 PHONE 653-3090

April 7, 1987

In Reply Refer To
File No

[illegible]

Pete Ebert
Donald M. Drake Company
1740 NW Flanders Street
Portland, Oregon 97209

I was provided with a copy of Mr. Drake's March 20 letter to Larry Rulien. Mr. Rulien indicated I should continue with efforts to resolve as many of the listed claim items as possible.

Since I will be leaving on a month long trip Saturday, April 11, I suggest we get together Thursday or Friday of this week. I will give you a call to see if we can arrange a time.

I am still concerned about what effect negotiations and any settlement of remaining claim items may have on the anticipated impact claim. Mr. Drake's letter to Mr. Rulien indicated all the cards are on the table regarding claim items on the list attached to his March 20, letter. I assume that means items on the list will not be part of any forthcoming claim. If so I have no reluctance to discuss any of the items for which Drake will give assurance the item will not be part of a forthcoming claim.

ALLAN C. HARWOOD
Region Operations Engineer

ACH:cms

cc: L.W. Rulien

Done 4-10-87
cy - Schwartz
Fredrickson

RECEIVED
STATE HWY ENGR
APR 9'87
REFER TO
FOR

Info	Answ	R/D	D/R	Sign	Act	File

734-1850 (1-87)

DRAKE

DONALD M DRAKE COMPANY
1740 NORTHWEST FLANDERS STREET
PORTLAND, OREGON
97209
CONTRACTORS / DEVELOPERS
503 226-3991

March 20, 1987

Mr. Larry Rulien
State Highway Engineer
Department of Transportation
Transportation Building
Salem, Oregon 97310

Dear Mr. Rulien:

We are in receipt of your letter of March 9, 1987. The content of your first paragraph is essentially my understanding also. There are items, however, for which entitlement is not a big question that remain to be resolved. I hope that every effort will be exerted by the State in connection with these items to reach agreement, or, if agreement cannot be reached, that we at least are provided in writing the reasons for the State's position, together with sufficient detail for us to evaluate the State's position.

The matter of time extension relating to retaining wall redesign and changes affecting the latex operations we believe can be carried forward in earnest, regarding the issue of entitlement and the release of liquidated damages. The process of scheduling meetings with Mr. Harwood and project personnel has extended over a longer period of time than anticipated, as has the exchange of information between our personnel and the State. This, in turn, has delayed our work on the project impact claim. In any event, the specifics regarding the changes affecting the retaining walls and the latex work have been presented to the State and the resolution of those major items will substantially reduce the impact claim. We, therefore, see no valid reason for the State to be reluctant to proceed with serious negotiations on the request for equitable compensation and time extensions on all items we have submitted to the State that remain unresolved as of this date. A current summary of pending changes (PC) and the status of each is enclosed for your review. All of our cards are on the table regarding these items, therefore, let's get on with the process as outlined in my letter of December 17, 1986.

Yours very truly,

DONALD M. DRAKE COMPANY

Franklin G. Drake
President

FGD:am

cc: Michael P. Hollern
Robert N. Bothman
Peter deC. Ebert

3/26
cm

Cy to:
Rick Kuehn

R

RECEIVED
STATE HWY ENGR
MAR 23 '87
REFER TO
[illegible]
X

INCORPORATED JANUARY 2 1973

DONALD M DRAKE COMPANY
SUMMARY OF CLAIMS
JOB 219 GREELEY

PREPARED
20-Mar-87

STATUS: X - RESOLVED
Y - DISCUSSED/NOT RESOLVED
Z - NOT DISCUSSED

PC NO	CLAIMANT AND DESCRIPTION	AMOUNT OF CLAIM	
	DMD v. OHSD		
1A	Plan revisions	11,709	Y
24	Secure col 8782	51	X - PA 33N
32	C sub exc	0	X - EWO (PJ) 4
33	State delay	183	X - PA 34R
34	DMD sign 192	2,009	Y - DMD RESPONSE DATED 3/19/87
42	Pave E2 shoulder	1,182	Y - DMD RESPONSE DATED 3/19/87
60	Temp detour	35,249	Y - DMD RESPONSE DATED 3/19/87
68	Import fill	10,954	Y - DMD RESPONSE DATED 3/19/87
69	Pre cast barrier	16,000	Y - DMD RESPONSE DATED 3/19/87
90	Chip CTB	483	Y - DMD RESPONSE DATED 3/19/87
101	Curb taper (agreed)	500	X - PA 36R
102	Transition barrier	880	X - PA 37
103	Plug lines	0	X - DROPPED
104	Thicken deck	1,195	X - PA ?
109	Detour rock	1,085	Y - DMD RESPONSE DATED 3/19/87
114	DeWitt move in's	7,500	Y - DMD RESPONSE DATED 3/19/87
115	Revise E2 beam	555	X - PA 40R
119	A wall credit	5,594	Y - OSHD RESPONSE REQUIRED
119	A wall revenue	31,278	Y - OSHD RESPONSE REQUIRED
121	added cement	482	X - PA 41
123	Bulkhead error	216	X - PA 34R
124	End beam error	72	X - PA ?
125	Regrade deck	1,171	X - PA 39, EWO 22
126	Replace curb	1,660	X - EWO15, 17
128	Ex. dowels wp345+	0	X - EWO 4 POSS PD ?
129	Pot holes	283	X - EWO
133	Haul offsite	12,312	Y - DMD RESPONSE DATED 3/19/87
134	Flagging	1,109	Y - DMD RESPONSE DATED 3/19/87
147	Remove curb	159	X - EWO
148	Move 'A' wall form	569	X - PA34R
151	Rock for 'B' wall	2,687	Y - OSHD RESPONSE REQUIRED
152	Barrier wall	1,741	X - DUP
154	Curb rem. MR line	81	X - PA
155	VBL exc , movein	0	Y - OSHD RESPONSE REQUIRED
156	Lip at Bwy	16,000	Y - OSHD RESPONSE REQUIRED
159	Rock under 8B 8D wall	2,044	Y - OSHD RESPONSE REQUIRED
161	A.C. drainage	1,579	X - EWO
167	16535 exp joint	0	X - DROPPED
169	Long joint I-5	16,490	Y - OSHD RESPONSE REQUIRED
170	Weep holes island	190	X - EWO 28
171	Fiber & long jt.	14,847	Y - OSHD RESPONSE REQUIRED
174	Stop latex	3,652	Y - OSHD RESPONSE REQUIRED
175	Latex calibration 2%	9,411	Y - OSHD RESPONSE REQUIRED

182	Sewer bill	(593)	Y - OSHD RESPONSE REQUIRED
189	Latex cracks	16,962	Y - OSHD RESPONSE REQUIRED
192	M.H. & deep fill	927	Y - OSHD RESPONSE REQUIRED
202	Latex testing	132	Y - OSHD RESPONSE REQUIRED
203	Latex inefficiency	150,276	Y - OSHD RESPONSE REQUIRED
206	Detour signs	38	X - BUP
	Subcontractor claims:		
1A	Plan revisions - Atlas	20,628	Z
1A	Plan revisions - Pacific	2,022	Y
1A	Plan revisions - Mercer	5,393	Z
1A	Plan revisions - Dewitt	4,500	X - PA 35R
56	Atlas details	1,318	Z
75	Clarke bond jumper	379	Z
145	Clarke move J box	122	Z
92	Coral I-5 sig mod	2,094	Z
18	Coral sign L	2,376	Z
35	Coral sign detail	10,648	Z
81	Coral type B sign	175	X - BUP
94	Gentle inlet adj	180	x - EWO
91	Gentle loss CTB	1,410	Y
146	Gentle staking	310	x - EWO
153	Gervais pole base GS 188	763	X - PA38
51	Jersey conduit	710	Z
139	Jersey ewo 25	3,277	Z
144	Jersey over X	3,884	Z
138	Jersey trouble shoot lt.	122	Z
	Mercer unearned disc.	3,500	Z
115	Pacific rebar & "E" bm.	480	Z
180	Wh Duff chg, esc	11,610	Z
86	Wh Duff inlet error	306	Z
87	Wh Duff relay 196+	3,487	Z
172	Wh Duff relay pipe	448	Z
72	Wh Duff sewer	821	Z
73	Wh Duff sewer B	440	Z
52	Wh Duff sink holes	3,853	Z
163	Wh Duff stop work	2,352	Z
	TOTAL THIS PAGE	468,512	

1727

DRAKE

DONALD M. DRAKE COMPANY
1740 NORTHWEST FLANDERS STREET
PORTLAND, OREGON
97209
CONTRACTORS/DEVELOPERS
503 226-3991

March 20, 1987

Mr. Larry Rulien
State Highway Engineer
Department of Transportation
Transportation Building
Salem, Oregon 97310

Dear Mr. Rulien:

We are in receipt of your letter of March 9, 1987. The content of your first paragraph is essentially my understanding also. There are items, however, for which entitlement is not a big question that remain to be resolved. I hope that every effort will be exerted by the State in connection with these items to reach agreement, or, if agreement cannot be reached, that we at least are provided in writing the reasons for the State's position, together with sufficient detail for us to evaluate the State's position.

The matter of time extension relating to retaining wall redesign and changes affecting the latex operations we believe can be carried forward in earnest, regarding the issue of entitlement and the release of liquidated damages. The process of scheduling meetings with Mr. Harwood and project personnel has extended over a longer period of time than anticipated, as has the exchange of information between our personnel and the State. This, in turn, has delayed our work on the project impact claim. In any event, the specifics regarding the changes affecting the retaining walls and the latex work have been presented to the State and the resolution of those major items will substantially reduce the impact claim. We, therefore, see no valid reason for the State to be reluctant to proceed with serious negotiations on the request for equitable compensation and time extensions on all items we have submitted to the State that remain unresolved as of this date. A current summary of pending changes (PC) and the status of each is enclosed for your review. All of our cards are on the table regarding these items, therefore, let's get on with the process as outlined in my letter of December 17, 1986.

Yours very truly,

DONALD M. DRAKE COMPANY

Franklin G. Drake
President

FGD:am

cc: Michael P. Hollern
Robert N. Bothman
Peter deC. Ebert

NOTED
V. E. SCHWART

RECEIVED
STATE HWY ENGR
MAR 23 '87
REFER TO
Schwartz

Cy to:
Rick Kuehn
Cy Al Harwood
3-27-87
lm

INCORPORATED JANUARY 2 1973

DONALD M DRAKE COMPANY
SUMMARY OF CLAIMS
JOB 219 GREELEY

PREPARED
20-Mar-87

STATUS: X - RESOLVED
Y - DISCUSSED/NOT RESOLVED
Z - NOT DISCUSSED

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114	DeWitt move in's	7,500	Y - DMD RESPONSE DATED 3/19/87
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119	A wall revenue	31,278	Y - OSHD RESPONSE REQUIRED
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124	End beam error	72	X - PA ?
125	Regrade deck	1,171	X - PA 39, EWO 22
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128	Ex. dowels wp345+	0	X - EWO 4 POSS PD ?
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134	Flagging	1,109	Y - DMD RESPONSE DATED 3/19/87
147	Remove curb	159	X - EWO
148	Move 'A' wall form	569	X - PA34R
151	Rock for 'B' wall	2,687	Y - OSHD RESPONSE REQUIRED
152	Barrier wall	1,741	X - BUP
154	Curb rem. MR line	81	X - PA
155	VSL esc , movein	0	Y - OSHD RESPONSE REQUIRED
156	Lip at Bwy	16,000	Y - OSHD RESPONSE REQUIRED
159	Rock under OB OB wall	2,044	Y - OSHD RESPONSE REQUIRED
161	A.C. drainage	1,579	X - EWO
167	16535 exp joint	0	X - DROPPED
169	Long joint I-5	16,490	Y - OSHD RESPONSE REQUIRED
170	Weep holes island	190	X - EWO 28
171	Fiber & long jt.	14,847	Y - OSHD RESPONSE REQUIRED
174	Stop latex	3,652	Y - OSHD RESPONSE REQUIRED
175	Latex calibration 2%	9,411	Y - OSHD RESPONSE REQUIRED

182	Sewer bill	(593)	Y - OSHD RESPONSE REQUIRED
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203	Latex inefficiency	150,276	Y - OSHD RESPONSE REQUIRED
206	Detour signs	38	X - BUP
	Subcontractor claims:		
1A	Plan revisions - Atlas	20,628	Z
1A	Plan revisions - Pacific	2,022	Y
1A	Plan revisions - Mercer	5,393	Z
1A	Plan revisions - Dewitt	4,500	X - PA 35R
56	Atlas details	1,318	Z
75	Clarke bond jumper	379	Z
145	Clarke move J box	122	Z
92	Coral I-5 sig mod	2,094	Z
18	Coral sign L	2,376	Z
35	Coral sign detail	10,648	Z
81	Coral type 6 sign	175	X - BUP
94	Gentle inlet adj	180	x - EWO
91	Gentle loss CTB	1,410	Y
146	Gentle staking	310	x - EWO
153	Gervais pole base 6S 180	763	X - PA38
51	Jersey conduit	710	Z
139	Jersey ewo 25	3,277	Z
144	Jersey over X	3,884	Z
138	Jersey trouble shoot lt.	122	Z
	Mercer unearned disc.	3,500	Z
115	Pacific rebar & "E" bm.	480	Z
180	Wh Buff chg, esc	11,610	Z
86	Wh Buff inlet error	306	Z
87	Wh Buff relay 196+	3,487	Z
172	Wh Buff relay pipe	448	Z
72	Wh Buff sewer	821	Z
73	Wh Buff sewer 8	440	Z
52	Wh Buff sink holes	3,853	Z
163	Wh Buff stop work	2,352	Z
	TOTAL THIS PAGE	468,512	

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 9, 1987

In Reply Refer to
File No.:
CON

Franklin G. Drake, President
Donald M. Drake Company
1740 N.W. Flanders Street
Portland, OR 97209

As a follow up to our meeting and correspondence concerning settlement of claims on the Greeley-Interstate 5 Project, I have been briefed on several occasions by Allan Harwood, Region 1 Operations Engineer. I understand a series of meetings between Pete Ebert, Allan Harwood, and project personnel have occurred and progress has been made in resolving a number of claim items. Currently all Donald M. Drake Company items that we know about have been discussed and some transferring of information and review is in progress, as well as processing of price agreements on items for which compensation has been agreed on.

I'm concerned about continued negotiations at this time. Most of the items for which entitlement is not a big question have been resolved. The remaining items, if they are to be resolved, will require give-and-take negotiations. Mr. Harwood has been advised that an additional time-related claim will be submitted. Our concern is that concessions made in negotiations on the remaining claims where entitlement is less clearly defined could jeopardize the state's position on the forthcoming claim.

The State is therefore reluctant to proceed with serious negotiations on the remaining claim items without having an opportunity to first review the as yet submitted claim.

Mr. Harwood will continue to meet with Mr. Ebert; however, continued progress is questionable until Donald M. Drake Company can assure us that all claims have been submitted.

In short, all the cards need to be on the table.

for
Larry Rulien
State Highway Engineer

cc: Michael P. Hollern
Robert N. Bothman

R. N. BOTHMAN

RECEIVED
DOT DIRECTOR
MAR 11 '87
REFER TO
FOR
Act File

Form 734-3122 (1-87)

DM DRAKE

DONALD M. DRAKE COMPANY
1740 NORTHWEST FLANDERS STREET
PORTLAND, OREGON
97209
CONTRACTORS/DEVELOPERS
503 226-3981

cc: Bob Bothman
Dave Bolender

MH

February 18, 1987

Mr. Michael P. Hollern
Chairman
Oregon Department of Transportation
P. O. Box 6119
Bend, Oregon 97708

Dear Mike:

Harriet and I certainly enjoyed our evening last night with you and Sue and the Koehlers. Alice's gourmet dinner was superb.

As soon as your schedule permits, I would appreciate the opportunity of meeting with you and Dave Bolender and several other Oregon highway contractors of your choosing to discuss meaningful ways in which contractors and the Department can improve on the efficiency of their relationships.

I mentioned briefly to you a concept I had been exploring with Tony Yturri during the latter part of 1986 which I firmly believe is worth pursuing. For your review and consideration, I am enclosing a copy of the letter which I sent to Tony, as well as the one he suggested I send to Larry Rulien.

I will look forward to a meeting with you and Dave Bolender on these subjects and other matters of mutual interest.

Cordially,

Frank

Franklin G. Drake
President

FGD:am

enclosures

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FOR
Info Invest R/D D/R Sign Act File

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CORP.

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jc

N

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-IX-5-6(102)303
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Multnomah
3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.
5. ITEM NO. 00090
6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE December 3, 1986
8. FEDERAL ROUTE NUMBER Interstate 5
9. STATE ROUTE NUMBER 1
10. GENERAL LOCATION:
Greeley Avenue Connection to I-5
11. GENERAL DESCRIPTION OF WORK
Sign work
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 12/3/86 as requested in Mr. Fredrickson's letter of 1/2/87 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 15 is approved to a TEC of $3,000; Federal Funds $2,766.

RECEIVED
STATE HWY ENGR
JAN 21 '87
REFER TO Potter
FOR
Info | Inv. | P/D | D R | Sig. | Act | File

14. DATE 1/21/87
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner
16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

DM DRAKE

DONALD M DRAKE COMPANY
1740 NORTHWEST FLANDERS STREET
PORTLAND, OREGON
97209
CONTRACTORS/DEVELOPERS
503 226-3991

January 6, 1987

Mr. Larry Rulien
State Highway Engineer
Department of Transportation
Highway Division
Transportation Building
Salem, OR 97310

Dear Larry:

Thank you for your letter of January 2. As long as we are making timely progress with your field personnel, we are content to defer trying mediation as a method of resolution. A meeting was held today between Drake representatives and State representatives, and another one is planned for January 23. (Mr. Harwood will be away from the City for approximately ten days in the interim.) Shortly following the meeting on the 23rd, meetings are planned between Drake, several subcontractors, and the State to resolve issues concerning subcontractor extra work items.

We are giving the resolution of these matters top priority in our organization and if the State is able to do the same, I would anticipate that by the end of the first week in February we should both know what items, if any, will require mediation or some other form of dispute resolution

Your assistance in making State personnel available to address the resolution of these outstanding items in an expeditious manner is greatly appreciated.

Yours very truly,

DONALD M. DRAKE COMPANY

Franklin G. Drake
President

FGD:am

cc: Mr. Peter deC. Ebert

1/7
WES
act
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RECEIVED
STATE HWY ENGR

JAN 7 '87

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✓					✓	

Cy 1-7-87

INCORPORATED JANUARY 2 1973

January 2, 1987

CON

Franklin S. Drake, President
Donald M. Drake Company
1740 Northwest Flanders Street
Portland, OR 97209

Copy
Con 4-6
AP.

I appreciate the thought you have given to the claims resolution process and ways to speed it up. The idea that some form of mediation may have a place in helping us to an early resolution is interesting and worth a trial.

It appears to me that a decision to try mediation should be made after all the claims are on the table and after our field personnel have had an opportunity to settle the matters. This view is supported by the articles concerning mediation presented at our recent meeting. For example, "If direct negotiations are stalled or have broken down completely, mediation should be used. . ." The articles also point out that the character of the dispute may make mediation inappropriate.

We obviously won't know the number and nature of unresolved items until they are all on the table and an effort made to settle them. I understand that a meeting has been scheduled by Al Harwood for January 6, 1987 to deal with these claims. A decision on mediation should await the outcome of Mr. Harwood's efforts to identify and resolve the issues.

Larry Rulien
State Highway Engineer

LWR:sl

cc Anthony Yturri
W. E. Schwartz
C. O. Fredrickson
Rick Kuehn
Al Harwood

STATE OF OREGON

INTEROFFICE MEMO

TO: W. E. SCHWARTZ
Asst. State Highway Engineer

DATE: December 24, 1986

FROM: ALLAN C. HARWOOD
Region Operations Engineer

SUBJECT:

CONTRACT 9729

This is in response to the December 15, 1986 letter from Franklin Drake concerning various unresolved items on the Greeley - I-5 project. There is a very extensive list of items which Drake refers to as unresolved. The list includes items which have been resolved, items to which we have responded but the response has not been satisfactory to Drake, and claims which Drake has not yet submitted, including the claim referred to in his letter.

We have had several meetings and have another one scheduled for January 6, 1987. Many items have been resolved but hard ones remain. Also, I am somewhat reluctant to make an all-out effort to resolve certain issues until the remaining claims have been submitted.

As to Drake's request that we commit to mediation, I am opposed to such a commitment at this time. I would like to work on the list at this level and see the rest of Drake's claim before agreeing to mediation or any other alternate method of claim resolution.

Attached is a suggested rough draft response to Drake's letter.

Attachment

ACH/cp

RECEIVED
STATE HWY ENGR
DEC 29 '86
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

81-125-1387

1983 Greeley Connection to I-5 9729
Sec. Pacific Hwy. in Portland.
(Gr,pv,str,sign,ill,sig. & ldsp) #6

DM DRAKE

DONALD M DRAKE COMPANY
1740 NORTHWEST FLANDERS STREET
PORTLAND, OREGON
97209
CONTRACTORS / DEVELOPERS
503 226 3991

9739

December 17, 1986

HAND DELIVERED

Mr. Anthony Yturri
Chairman
Oregon Department of Transportation
89 Southwest Third
P. O. Drawer S.
Ontario, Oregon 97914

Dear Tony,

We had an objective and good meeting with Larry Rulien and Pat Schwartz on Monday, December 15, 1986, during which we discussed the concept of mediation. I urged him to either directly, or through us, invite one of the mediation services to meet with us jointly and explore the pros and cons of mediation versus an abbreviated form of binding arbitration. I have no preconceived notion on this point but believe both the State and ourselves should take this opportunity to become better informed regarding mediation versus arbitration.

My request to Larry Rulien broke down into three basic categories:

1. During the next 30 days, DMD Company would attempt to reach an agreement with Mr. Street and Mr. Harwood on the more routine issues which include:

    a. 20 Extra Work Orders totalling $16,029;

    b. 5 Price Agreements totalling $20,249; and

    c. 36 Pending Change Order Requests by DMD Company totalling $242,585.

       The foregoing have been submitted and outstanding for anywhere from 30 days to over 12 months.

    d. Adjustment of pay quantities to final pay quantities, totalling $76,000.

Sub-total (a through d)	$278,863

INCORPORATED JANUARY 2 1973

Any items not resolved in the foregoing categories would move to category 2, below:

2. Resolution of Donald M. Drake Company's request for time extension and the remission of liquidated damages totalling $134,400, to date. It is our perception that Mr. Street's mind set on the matter of time extension has become fixed. We therefore request an objective individual for the State, with authority to make a decision on this matter, be present at a meeting, especially scheduled within the next thirty days, to review, in detail, DMD Company's basis for request for time extension and the remission of liquidated damages assessed to date.

3. Any items that cannot be resolved under categories 1 and 2 above are to be resolved through mediation or an abbreviated form of binding arbitration. This phase would take place, in our view, starting 15 days after the conclusion of the first 30 days devoted to the resolution of items under categories 1 and 2 and would include the DMD Company impact claim resulting from the various changes, etc., which occurred during the course of the work.

In addition to the foregoing, we requested that our project retention of approximately $484,000 be paid in full, inasmuch as the contract work has been completed. Mr. Schwartz indicated that the State would be making a substantial reduction in our retention on the current pay estimate.

We left an information packet with Mr. Rulien and Mr. Schwartz which provided a narrative and some exhibits which focus on the justification for time extensions, remission of the liquidated damage charges, and provide the foundation for an equitable adjustment in contract price.

I was pleased with the fact Mr. Rulien gave these matters a hearing with an open mind, and I believe if he is willing to accept our suggested procedures and time frames, the currently unresolved issues on this project can be resolved in an equitable manner within the next 60-90 days. Perhaps I am too much of an optimist, but once the undisputed facts are out on the table, I cannot help but think that, with the assistance of a mediator, the remaining unresolved issues between the State and ourselves can be promptly resolved. Should Mr. Rulien seek your advice on this issue, I would hope you could support his investigation of the matter, because if mediation works on this project, it could well set a new and more efficient standard for dispute resolution between the Agency and contractors in general.

Yours very truly,

DONALD M. DRAKE COMPANY

Franklin G. Drake
President

FGD:am

BUILDING
OPERATING
MANAGEMENT

JULY 1986

'Alternative Dispute Resolution' Techniques

By turning to negotiated resolution, disputing parties can avoid the costly & traumatic process of traditional litigation

construction liability

by JOHN L. MILLER, CSI, RA

John L. Miller is chief operating officer of American Intermediation Services, San Francisco, CA, a national firm specializing in legal aspects concerning the construction industry. Miller, an architect, has specialized in contract administration and quality control.

Nobody is surprised any more to hear trade publications belabor steep increases in construction liability awards and litigation. Almost as bad as the rising incidence is the delay, disruption and uncertainty that plague the participants while litigation is in progress.

In fact, litigation itself is only one more "alternative" method of dispute resolution. Although one out of three construction projects goes into litigation, less than 10 percent of the lawsuits filed ever go to trial! Instead, in over 90 percent of litigated disputes, negotiated resolutions are reached by the parties.

Clearly, the predominant method of dispute resolution is not adjudication, but negotiation.

Limitations of the legal system

The irony of the situation is that the American legal system is designed exclusively to prepare cases for court trial. Pleadings, discovery, interrogatories, document production, depositions, and the pretrial process are all intended to fully develop the issues and evidence that will be heard in court, so that the surprises at the trial will be limited. Often, the only real surprise is the verdict.

These procedural safeguards can seriously hamper communication between the disputing parties as they continue to work toward a negotiated resolution. Often the accusatory language and rigid, one-sided posturing encouraged by the legal system create anger and resentment that permanently sour long-standing business relationships. What the parties really need is a way to rapidly and accurately evaluate their chances of success — a way of developing alternative solutions, a way of focussing and limiting their disagreements.

Alternatives to the legal system

Over the past five years, insurance verdicts have encouraged a trend toward Alternative Dispute Resolution (ADR) techniques that cut short the seemingly endless cycle of litigation and put more control over the outcome into the hands of the disputing parties themselves. Some of these techniques are well-known, like arbitration, but others are new and unfamiliar.

ADR techniques include:

- Court-appointed Special Masters or "Settlement Judges."
- Private Judging or "Rent-a-Judge."
- Arbitration.
- Mini-trial.
- Non-binding Arbitration.
- Mediation/Arbitration or "Med/Arb."
- Mediation.

In addition to offering greater speed in reaching a resolution, ADR techniques are frequently less expensive than traditional legal processes, and may offer greater flexibility in reaching a resolution that meets the real needs of each party.

Because the specific statutes governing alternatives to litigation differ from state to state, certain ADR processes may not be available. For example, "Rent-a-Judge" is permissible only in certain progressive jurisdictions like California, while other states do not allow this process.

In addition, the character of the dispute itself must be taken into account. If a legal precedent is needed to clarify the status of other claims that might be filed in the future, ADR techniques may not be appropriate at all.

In most cases, whether a suit has been filed or not, the best process will be one that leads to a resolution that is satisfactory to the parties, without unnecessary expense or delay.

Compulsory ADR processes

Some ADR processes seek to impose a third-party decision as a way of resolving disputes. The parties select a neutral person or panel to adjudicate for them. Adjudicatory ADR processes, like Rent-a-Judge and arbitration, can lead directly to a prompt and cost-effective resolution of the dispute when the issues are well-defined, when the stated issues do not diverge greatly from the underlying *(and often unstated)* interests the parties wish to protect, and when a satisfactory outcome can be reached simply by basing a decision on fact, law and accepted standards of practice.

MEDIATION IS, ESSENTIALLY, 'TURBO-CHARGED NEGOTIATION.' BUT IT IS NOT A PANACEA. LIKE A MICROWAVE OVEN, IT CAN'T MAKE A GOOD COOK OUT OF A BAD ONE. IF YOU ARE A BAD NEGOTIATOR, MEDIATION WILL JUST MAKE YOU A BAD NEGOTIATOR FASTER . . .

These conditions are most likely to be met only after the lawyers have already made considerable effort on behalf of their clients.

Moreover, in many disputes the stated legal issues may have little or no direct relationship to the underlying motives or other complicating factors that really drive the dispute. In these cases, fact, law and accepted standards of practice are simply bargaining chips that cannot lead the parties to a satisfactory outcome in themselves. Only when the underlying interests are satisfied will such a dispute go away.

To put a value on such "bargaining chips," the parties might decide to test their chances of success by using a process like mini-trial or non-binding arbitration. These techniques simulate the outcome of a real court trial or binding arbitration, but do not create irreversible consequences for the participants.

Voluntary ADR processes

If direct negotiations are stalled, or have broken down completely, mediation should be used to explore both substantive options for resolution and procedural matters like the possible use of compulsory ADR processes.

Mediation differs from other forms of ADR in one vital respect: decision-making authority always remains with the disputing par-

(continued)

ties themselves. In mediation, a neutral third party is engaged — not to render a decision — but to lead disputing parties to a voluntary, negotiated resolution of their dispute. If the parties don't like what is happening, they can obtain another mediator, change the rules of procedure, or simply abandon the process whenever they want to. This makes the process remarkably risk-free.

Mediation has been successfully used before a lawsuit is ever filed, during the course of litigation, and even after the decision is in — to head off lengthy appeals.

It is applicable in multimillion-dollar disputes involving dozens of parties, or simple two-party matters that may hinge on a few thousand dollars. And it may be used on almost any type of commercial dispute, with savings of 50 percent to 90 percent compared to litigation.

Mediation can be faster, too. Some full-service professional mediation firms can bring cases to resolution in an average of 60 days from referral. Because of its speed, flexibility, power and safety, mediation is becoming the first choice in ADR techniques, even when a case will ultimately go through court trial or arbitration.

Essentially, mediation is "turbo-charged negotiation." But it is not a panacea. Like a microwave oven, it can't make a good cook out of a bad one. If you are a really bad negotiator, it will just make you a bad negotiator faster. On the other hand, if you know what you want out of the situation — and can not only explain in a reasonable manner why you ought to get it, but also hear and acknowledge what others have to say — it probably offers you a fast track to an early and satisfactory resolution of your dispute.

There are more than 400 private firms and governmental authorities providing services in this expanding new field, and there are significant differences between the specific approaches taken by different mediators. Some are "full-service" mediation firms providing professional mediators who will not only convince the other side to enter the negotiations, but also provide extensive follow-up services to wrap up the details of the agreement after mediation. Others are volunteer organizations, or "mediation panels," with part-time mediators. And, unlike the "full-service," mediators, they may not be able to put in the effort needed.

Getting a dispute into mediation

To involve a mediator in resolving the dispute, one side or the other simply telephones the mediation service or fills out a form that states who the other parties are, and roughly what the dispute is about. A "full-service" mediation firm will then take over and undertake to bring the other side to the table. There is no need to provide boxes of files and documents.

With my firm's mediation model, great care is taken to protect the bargaining position and litigation posture of the initiating party when the offer to discuss resolution is actually made. Skill and persistence is required to overcome the obvious and understandable objections that are routinely raised by one or another party when their opponent suggests mediation.

If the offer is rejected, nothing has been lost except a few hours of the mediator's time, and the lawyers continue with litigation or other ADR processes. But about 85 percent of the time, the offer to participate in mediated negotiations will be accepted by all necessary parties.

How mediation works

Mediation proceedings are informal. There is no transcript, and the parties need not submit evidence or produce witnesses. But the exchange of information relevant to resolution of the case is rapid and tightly focused because the mediator keeps order [illegible]ing the proceeding. In this controlled context, the frustrations and emotional burdens of the opposing parties can also be brought out into the open.

Before the proceeding begins, all parties must agree that all disclosures to the mediator are confidential, and that the mediator will not be compelled to testify in any subsequent proceeding. As a result, the parties are free to communicate to the mediator important information that might lead to resolution, but that they would not be willing to disclose to the other parties.

Also, all of the parties at the mediation must be represented by a person who has authority to resolve the case. Ideally, the principals in the dispute will attend in person.

The mediator meets with the parties in both joint sessions and private caucus. The private caucus sessions allow the parties to test their perceptions and positions against the view of an impartial third party. The sessions are also the setting in which privileged information can be discussed. The joint sessions are useful for establishing agreement on facts and identifying and explaining the positions of the parties in a concise and understandable manner.

Uncovering interests and evaluating options

In the first state of mediation, the mediator's focus will be on understanding the underlying interests that drive the dispute and identifying options for resolution to be evaluated by the parties. Then, settlement options are discussed on both private caucus and joint sessions, through the mediator. In this way, ideas can be tested without putting any one party on the spot. The chances for resolution at this stage are excellent.

(continued)

Resolving facts

In some cases — far fewer than one would suppose — it may be necessary to find out in detail what really happened before a dispute may be settled. In mediation, the parties can negotiate quick, simple and economical means for resolving the factual issues. For example, they might place a call to a potential witness, turn on the speakerphone, and ask a few questions during the mediation — instead of scheduling three days of depositions.

If an expert opinion or a factfinder is needed, a "battle of the experts" can be avoided by using mediation to expedite a complex procedural negotiation. The parties agree upon a neutral expert who is retained and directed by both sides. The mediator will help frame the instructions to the neutral expert and may also help the parties work with the report produced to resolve their differences. Such cooperation is almost inconceivable in the traditional, adversarial system of litigation.

A limited, tightly focussed form of traditional discovery can also be used, once the parties know where the real disagreements lie. This "mini-discovery" represents a major savings in legal expense in most cases.

Once the particular facts that are relevant to resolving the dispute are known, the mediation process will return to the options for settlement. But sometimes, even after the facts are filled in, there are intractable areas of dispute. This can be expected in 15 percent to 20 percent of mediated cases. In these cases, the focus will shift to determining how the remaining issues can be adjudicated most efficiently.

Selecting an adjudication process

The discussions that precede a decision to seek adjudication of the dispute place the parties in an informed position from which to select a particular process of adjudication. The mediator will assist them in custom-tailoring the final decision-making process so that it best suits their dispute. They will evaluate the merits of court trial, Rent-a-Judge and arbitration. Such factors as potential delays, publicity, differing rules of procedure and the individual adjudicator to be selected will all be assessed.

When the dispute is presented for adjudication, it will be as limited and as understandable as the skill of the participants can make it. Thus, even when cases don't settle directly, major procedural benefits and savings on legal costs can be achieved.

The mediator

It is important to stress that mediators who use collaborative negotiation techniques don't need the expertise in a particular subject area that an arbitrator must have. This is because the mediator will not be making the final decision. In fact, expertise in the subject area *(beyond a general familiarity with the issues)* might even be a disadvantage, if the mediator starts to form a personal opinion as to who is "right."

The disputing parties themselves are the experts on what they require in order to be satisfied. The mediator is an expert on the process of reaching a satisfactory agreement when agreement seems impossible.

Selecting a mediation service

Despite the large number of ADR providers, there is still no independent or official professional accreditation of mediators or mediation services for commercial disputes, and there are no universally accepted standards of practice. For this reason, your best guide when selecting a mediation service will be the experience of large organizations that face hundreds or thousands of lawsuits each year. Your own legal counsel may have experience with several ADR firms. Your insurance company probably does, but such experience is still not known to every claims professional.

To obtain information about comparative qualifications, you may have to contact the claims manager at the local, regional or even national level.

Some of the factors to consider are:

- *Scope of services provided.* Will the firm get the other parties to the table for you? Will they assist in the selection and control of neutral experts if needed? Will they assist with other ADR processes if settlement is not reached?
- *Reporting and controls.* How will you be kept informed of progress on the case, especially before the other parties have agreed to mediation? How will you be kept informed of costs incurred?
- *Track record.* How quickly are cases like yours handled? What percentage of referrals are actually brought into mediation? How many cases are settled?
- *Training and quality control.* Are the mediators full-time professionals? How are they trained? What is their background? How do they keep their skills sharp?
- *Supplemental services.* Will they train your people to use mediation more effectively? Will they help you understand patterns of conflict or losses incurred by providing statistical studies and consulting?

Preparing for mediation

In mediation, you may be represented by counsel, or you may decide to appear on your own behalf. Before starting the process, you do not need to know all the relevant facts, you do not need to know all the possible solutions, and you do not need to bring all the pertinent evidence and witnesses. The facts, the solutions, the evidence and witnesses will all be brought into play as they are needed in the mediation.

But you do need to prepare. Clearly define for yourself what you really need to achieve in order to be satisfied with the outcome.

(continued)

This is harder than it may sound.

Try to evaluate your investment of time and money in your dispute with the same hardheaded realism you would apply to any other investment. Don't overlook some of the intangible considerations that might apply, like the possibility of salvaging business relationships that might otherwise be soured.

As much as possible, specifically identify obstacles to settlement. Rather than simply asserting "they'd never agree to that," say, "Before they'd agree, this would have to happen." Especially, before you come to the table, know your "bottom line" for several possible contingencies related to favorable solutions. Also, consider the various risks.

> 'IN MEDIATION, A NEUTRAL THIRD PARTY IS ENGAGED — NOT TO RENDER A DECISION — BUT TO LEAD DISPUTING PARTIES TO A VOLUNTARY, NEGOTIATED RESOLUTION OF THEIR DISPUTE.'

If you find it hard to make these judgments, don't give up. Even though the mediator won't advise you on these issues in specific terms, you will receive help during the mediation. In private caucuses with the mediator, each party will be led through these issues by carefully-structured questions from the mediator. This type of briefing helps the parties better understand the merits of any agreement reached. BOM

Construction Claims Mediation: Is It For You?

By Hal Yoergler

Hal Yoergler is president of Mediation Masters, Inc. in Los Angeles, CA.

Now that we've passively watched the insurance problem evolve into a full-blown insurance crisis and our umbrellas are sailing off in the winds of change, maybe we should begin protecting ourselves and our businesses.

Many insurance carriers are, for the first time publically revialing that roughly 79 cents of every dollar they have to pay out go toward legal costs and only 21 cents toward paying the actual claims. Simultaneously, the London re-insurance network that invented insurance is divorcing American business almost totally. In a recent interview on PBS Television, a representative of Lloyds of London summed up the reason for the exodus: "Quite simply, we can no longer justify paying for your expensive and complex methods of resolving your civil disputes."

So it isn't that our foreign business associates necessarily object to our being the most sue-crazy culture to ever grace the planet. They just resent having to support our litigious habit and are forcing us into going "cold turkey," or, in the jargon of insurance, "going bare."

One thing is immediately evident: blaming lawyers for doing a vigorous job in a system that we encourage and buy into hasn't done much to correct the problem. So perhaps we should give up blaming others and begin to accept some responsibility for our own disputes and the manner in which they get resolved. In reality, it's probably the only way we're going to rescue the bottom line of our companies and, at the same time, re-attract the interest of insurance underwriters, both foreign and domestic.

Few industries indeed are as inherently prone to disputes as is the world of construction. With every sunrise, the possibilities abound. It's hard to imagine any other fraternity of interdependent professionals that could long survive the countless problems that can and do accompany any construction project, large or small. And it is therefore equally hard to imagine any industry in more immediate need of the practical benefits derived from the mediation alternative in dispute resolution.

Like "electricity," "mediation" is a word that is commonly used, often abused and frequently mis-understood. And if it is to serve the construction community, it must be demystified and understood by both the principal parties to a dispute and their trusted legal counsel.

In this brief attempt to explain what it is and how it is applied in construction claims, I've re-created a boiled-down scenario consisting of some of the more common questions asked by owner, contractors, subcontractors, design professionals, attorneys and others who find themselves embroiled in an E&O or other kind of business dispute.

Q: I've heard there is a way to resolve construction disputes in a matter of days and within a fraction of the cost and aggravation that I've been through in the past. Is that true?

A: "Yes. And what's more, it is succeeding roughly 90% of the time."

Q: "What is it and where do I sign?"

A: "It's called Claims Mediation, but wait a minute. First you have to make a couple of decisions:

a) As a construction professional and businessman, you have to be willing to stay involved with your problem; that is, recognizing and accepting that it is still a construction problem, instead of allowing it to degenerate into a legal debate; and

(Continued on page 32.)

Mediation

(Continued from page 31.)

b) You have to have a desire to at least search for a mutually-satisfactory solution along side of the other professionals involved who understand the problem and speak your language."

Q: "That much is easy. What's next?"

A: "Understanding mediation and what it can do for you and your company's bottom line. It's as important for you to know what mediation isn't as it is for you to know what it is. First of all, you should realize that mediation is not intended to replace litigation. It is intended to prevent it. The spectre of litigation is, in fact, the motor that makes mediation run. These days, the infamous delays and crippling expense of suing and countersuing each other provides everyone in a dispute with ample motivation to first exhaust any and all alternative avenues that can possible lead to a mutually-satisfactory agreement.

You don't go to mediation to convince some total stranger that you're right and your business associate is wrong. You don't go there to win answere, you go to search for them. Mediation is a human endeavor, not a legal one. It is an "alegal process. By its very nature, it cannot and does not create losers — only winners — on both sides. business and personal relationships are commonly strengthened during mediation conferences rather than being annihilated by the absolute need to prevail, as they are in win-lose methods of dispute resolution."

Q: "But I've tried talking to them and they won't be reasonable. What can mediation do that we haven't been able to do ourselves?"

A: "Think of mediation as "Super-Charged" negotiation. It adds three unique boosts that are not available in head-to-head negotiations:

1. Negotiating a dispute very often degenerates into a debate. And a debate is just an argument dressed in a suit and tie. The mediation process is designed to arrest the action-reaction cycle of debate that fuels the fire of conflict.

2. Any experienced negotiator will tell you that "whoever controls the agenda controls the meeting — and probable the outcome." Under the guidance of the mediator, the mediation process controls the agenda, therefore eliminating the "dog and pony show" of agenda control. This is the reason why parties of seemingly unequal power can work effectively on their common problem as equals in the mediation environment.

3. The mediator brings the indispensable addition of outside, third-party objectivity — without judgement. The mediator's alle-

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gience is to a fair and LIVEABLE agreement for all; not to the language of law or the creation of winners and losers.

Q: "How does Mediation differ from Arbitration and Litigation?"

(Please see page 34 for The Comparison Chart.)

Q: "What am I risking in mediation?"

A: "There is no risk. Courts across the nation have repeatedly upheld that mediation conferences are absolutely confidential and nothing said, inferred or proposed can ever be used in any future legal proceeding or action. Therefore, mediation is virtually risk free. To do what it does, it has to be."

Q: "Are the results binding?"

A: "The word 'binding' is a term of coercion of enforcement and is completely foreign to the language of mediation. Because mediation creates solutions instead of orders. Is the solution to a problem binding? Perhaps we could say so — in the best possible way — volutarily. Furthermore, we're all human in nature. And people tend to comply with agreements of their own making, but intensely resent or resist orders and threats of punishment from others.

Should mediation fail to resolve all the issues of a complex dispute, which happens only about 10% of the time, it invariably serves to resolve some, if not most of them. Thereby greatly reducing the number of decisions or actions to be later considered by a court of law.

On any such remaining, deadlocked issues, if asked by all paries mutually or each pary separately, the mediator may offer his or her thoughts and OPINION as to what s/he would consider a fair and equitable solution. And these are often times settled later, post-mediation, based on this very opinion which, in mediation, is called the "Mediator's Proffer."

The Chinese character for "Crisis" has two definitions: "Danger" and "Opportunity." It is ironically possible that our current crisis will stimulate long-overdue changes in our actions and behavior toward each other in the face of conflict in our businesses. Perhaps construction principals and professionals can actually re-assume control of their own businesses and become funcional parts of the solution instead of just another ominous part of the problem.

By now we've amassed enough empirical evidence to make us realize that: while competition may be a stimulation spirit, in solving problems, cooperation is where the money is.

So, in the crucial search for ways to climb out of the rut of sue and countersue within the construction industry, the question is not whether to employ mediators instead of attorneys — but rather, whether to pusue mediation instead of litigation — FIRST.

(Continued on page 34.)

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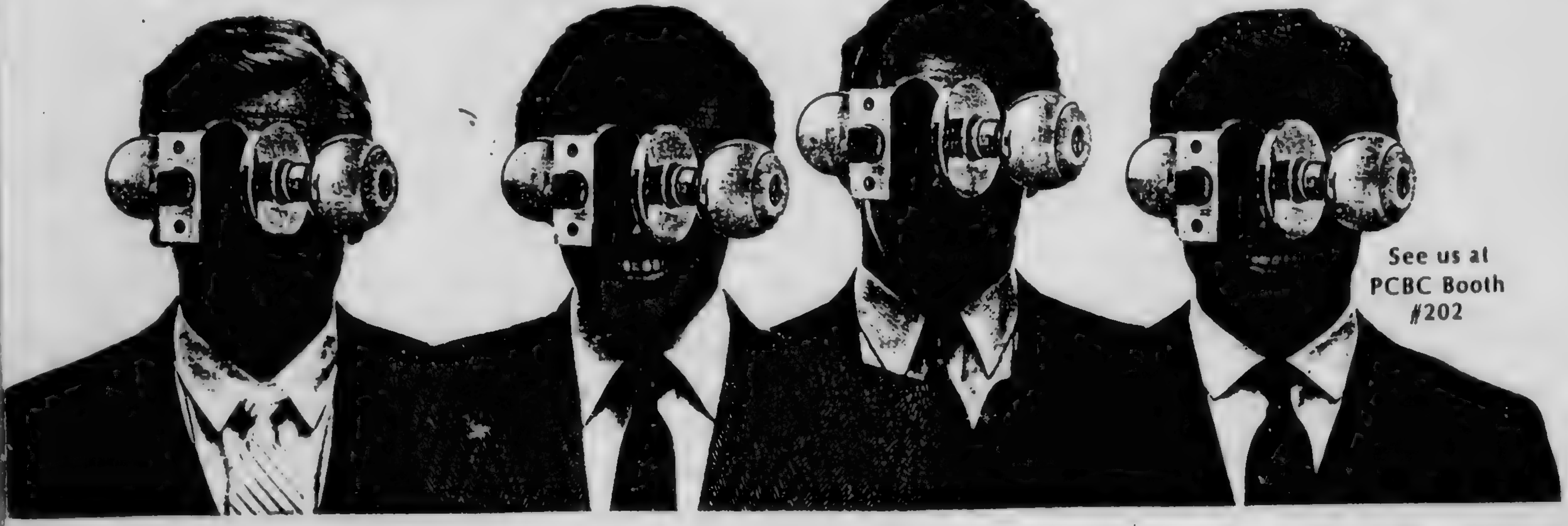

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Mediation

(Continued from page 33.)

THE COMPARISON CHART

Q: "How does Mediation differ from Arbitration and Litigation?"

A: "Here is a summary of practical differences. But the primary, principle difference is that, in mediation, the parties work together to find a solution to the problem that everyone can live with; while in arbitration and litigation everyone works selfishly against everyone else to impose his will. In arbitration and litigation winning is everything. In mediation, solving the problem is everything. Which, if successful, automatically makes everyone a winner.

Litigation or Arbitration Is:	While Mediation Is:
1. Judgemental and Mandatory	1. Non-Judgemental and Voluntary
2. Formal, Figid and Unimaginative	2. Informal, Flexible and Creative
3. Time Consuming	3. Swift
(Avg. Lit. time in Ca. — 4.7 years)	(Avg. time — 1-4 days)
(Avg. Arb. time in Ca. — 1-3 years)	
4. Immensely Expensive	4. No Real Comparison Even Possible — Commonly Equal to Deposition Costs Alone
5. Contract Language Oriented	5. People/Professionally Oriented
6. Adversarial/Competitive (win-lose)	6. Cooperative (win-win)
7. A Matter of Public Record	7. Private & Confidential

Though time and money are th most obvious considerations in any such comparison, it would be unrealistic to omit the effect these vastly different methods of dispute resolution have on the personal and business relationships of the people involved. It is indeed a small world after all.

However massive the construction industry's contribution is to our GNP, it is largely generated by small, geographical pockets of inter-related and interdependent business men and women who have worked together and lived side by side for years — and need to continue doing so.

The effect on the relationship

Litigation and Arbitration	Mediation
1. Polarizes and damages the relationship.	1. Depolarizes and improves it.
2. Blocks communication.	2. Opens up communication.
3. Professionals lose control.	3. Professional control is maintained.
4. Promotes further dependence on third party intervention.	4. Discourages further dependence on third part intervention.

9729

DM DRAKE

DONALD M DRAKE COMPANY
1740 NORTHWEST FLANDERS STREET
PORTLAND, OREGON
97209
CONTRACTORS/DEVELOPERS
503 226 3991

December 15, 1986

219-608

Department of Transportation
Transporation Building
Salem, OR 97310

Attention: W. E. Schwartz, P.E.
Assistant State Highway Engineer

Subject: Greeley Avenue Connection to I-5
Contract No. 9729

Reference:
1) Narrative dated December 3, 1986, attached
2) Donald M. Drake Company Letter No. 219-523 dated July 7, 1986, attached

Gentlemen:

As you know, the Donald M. Drake Company was the prime contractor with regard to construction of the above procurement. As your records and correspondence files will reflect, progress on this contract was substantially impacted from virtually the first day of work. As we repeatedly advised your representatives, we experienced defective plans and specifications; unanticipated conditions in significant portions of the work; numerous and repeated changes in contract work; restricted access to and within the project; lack of decisions or untimely decisions and/or clarifications by OSHD representatives; erroneous interpretations and applications of the specifications; defective survey control and existing conditions data; and refusal to grant legitimate extensions of time and to recognize claims for additional compensation throughout the course of performance of our work. These interferences fully justified contract time extensions to complete the project and now require payment of additional compensation.

Our primary concern during the course of the project was completing the project in a manner satisfactory to OSHD. All concerned parties were aware of the above problems as the project progressed, and it was our intent to cooperate in completing the project, reserving resolution of claim items until the project was complete and the full effect of each, separately and collectively could be analyzed.

We did, however, during the course of performance of our work, timely, and in accordance with the contract documents, notify your representatives of our various claims, requesting meetings and resolution to the fullest extent possible during the course of performance of the work.

Specifically, we requested as these various claim items were first discussed, that OSHD appropriately extend contract time and take other remedial action which would facilitate timely completion of the work.

As the OSHD is aware from our previous correspondence and prompt and proper notifications and project meetings, both the original and anticipated scheduled completion date as well as the sequence of construction were completely disrupted due to the various problems which we discuss herein.

Early disruptions in the project were exacerbated by design deficiencies and later design changes in the critically important structural retaining walls, as well as the remedial work which was ultimately required by OSHD with regard to the expansion/control joints of existing paving, which significantly impacted the completion of our latex-modified concrete work. In addition, throughout the project, native material which the OSHD had anticipated would be used and incorporated into the work was found to be unsuitable and was, therefore, excess and surplus to the project and was required to be wasted, handled, and disposed of, all of which substantially changed our work effort, and which was neither covered by our control nor within our mutual contemplation at the time of contracting.

In this letter it is impossible to discuss in the appropriate detail all of the changes and corrections required on the project. Our July 7, 1986 letter to you summarizes in as comprehensive a fashion as possible many of the changes and their respective effects upon our company with regard to this contract, and we attach a copy for your reference.

Similarly, the size and scope of the interferences makes it impossible to analyze each in any depth in a letter such as this. Notwithstanding, all of the contract design changes and deficiencies, we were directed to complete the contract in accordance with the schedule demanded by OSHD without reflection of adequate additional contract time extensions or agreement for the adequate additional compensation. In fact, the OSHD's refusal to grant legitimate extensions of time, notwithstanding the foregoing, resulted in a constructive acceleration of our work, the costs incurred as a result of which we are entitled to recover. In addition, the costs incurred by reason of the prolongation of the overall completion of the work are similarly recoverable.

With this letter, we enclose our narrative indicating the extent of the delay and prolongation to the work experienced as a result of the changes to both the Walls and the work involving the Latex Modified Concrete.

What is required now is an agreed upon program that will permit the prompt resolution of the more routine outstanding issues within the next thirty days, with the concurrence of a method for the ultimate resolution of all outstanding issues. Both the routine and the more difficult issues can be summarized as follows:

	Approximate Number	Approximate Amount
1. Extra Work Orders (Requests have been submitted and substantiated for:)		
Over 30 days	5 ea.	$ 2,706
Over 6 months	4 ea.	1,358
Over 12 months	11 ea.	11,965
2. Price Agreements		
Over 30 days	2 ea.	6,557
Over 12 months	3 ea.	13,692
3. Pending Change Orders (Donald M. Drake Co. requests)		
Over 30 days	7 ea.	95,706
Over 6 months	2 ea.	12,888
Over 12 months	27 ea.	133,991

4. Final Project Quantities on all items. Presently, approximately $76,000 has not been paid on Bid Items which have been completed.

5. Equitable time extensions, remission of liquidated damages and repayment of assessments, plus interest.

6. Commitment to a definite schedule for payment of retention.

An agreement in principal for resolution of the matter of the effects and related costs incurred by the Donald M. Drake Company as a result of the OSHD's actions or inactions. In this regard, please refer to the concept outlined in our letter to the State Highway Engineer to which we request a response within ten (10) days.

Thank you.

Very truly yours,

DONALD M. DRAKE COMPANY

Peter deC. Ebert
Executive Vice President

PdeCE.ls

enclosure

DONALD M. DRAKE COMPANY
1740 N.W. Flanders
Portland, Oregon 97209

December 15, 1986

INTRODUCTION

The work to be performed under the Greeley Avenue connection to I-5 Oregon State Highway Division Project consisted generally of construction of road grading and various pavements; construction of four bridges of various types; construction of nine retaining walls of various types; construction of Latex-modified concrete overlay; and signing, illumination, traffic signals and related incidental and additional work as required to complete the project.

In essence, the project consisted of providing additional ingress and egress from Greeley Avenue to Interstate 5 north of the coliseum interchange and related grading and resurfacing of a portion of Interstate 5 proper.

The project, as designed, contemplated staged construction, in essentially six stages, with the most critical parts of the work to be the excavation, construction of certain of the retaining walls and bridges and the Latex paving.

The contract called for completion of all work within 750 calendar days of the Notice to Proceed and called for the imposition of substantial liquidated damages in the event the work was not completed within the contract time, as extended. The Oregon State Highway Division (OSHD) awarded the project to Donald M. Drake Company (DMD) on October 24, 1983 which would result in a contract completion date of November 12, 1985.

Wall Narrative

The construction of the structural retaining walls was to be persuant to Oregon State Highway Department, Bridge Design Section (OSHD) design which was set forth in contract drawings 38587 through 38628. The contract allowed the contractor to elect one of three optional methods of construction included in the drawings for retaining walls A, B, C and D and the design selected was of the so-called Doublewal design as shown in drawings 38615 through 38628.

The significance of the retaining wall system, and particularly the necessity of error free design in the original retaining wall specification was that the retaining walls acted as structurally integral parts of follow-on construction. Stated otherwise, retaining wall C was required to be constructed and backfilled before completion of the so-called GN line, that being the northbound access roadway from I-5 to Greeley Avenue. As indicated in the narrative set forth hereinafter, delay in completion of wall C substantially impacted the completion of GN line.

Similarly, timely completion of retaining wall D was critical to completion of the IN line work which is also indicated in the wall narrative set forth hereinafter. Again, timely completion of construction of retaining walls A and B were critical to the completion of the G, GS and MR lines. Follow on work in each instance was dependent upon timely completion of the subject retaining walls.

Prompt disposal of excavated material, to the extent that it was not necessary for incorporation in the project, was necessary to complete various aspects of the project, specifically the so-called L line work which preceded the Latex overlay. That work was generally the Interstaste 5 work located south of the Greeley Avenue connection.

Donald M. Drake Company, after competitive bidding, was awarded the contract and proceeded to commence performance of the contract work covered under the above procurement. During the course of construction, DMD asserted and continues to assert the following claims both for additional compensation and additional time in connection with the performance and completion of all contract work as well as extra and additional work as set forth below.

In late May of 1985, OSHD notified DMD that a retaining wall of the patented "doublwall" design had failed in southern Oregon and this would require substantial redesign of the OSHD designed walls for the Greeley project.

Wall C had already been erected and backfilled at the time and DMD was ready to proceed with the work which was made available as a result of the completion of the erection of Wall C. This included the following:

GN LINE
1.Storm drainage
2.Paving
3.Permanent barrier
4.Bike path
5.Landscaping
6.Permanant lighting
7.Permanent Signing

G LINE
1.Storm drainage
2.Permanent barrier
3.Permanent lighting
4.Permanent signing

5.Move traffic so A and B walls could be started
  - a.Stage 2 paving
  - b.Stage 2 signals
  - c.Stage 2 barrier
  - d.Stage 2 lighting
  - e.Stage 2 signing

OSHD directed DMD to perform exploratory work in conjunction with OSHD design engineers in the vicinity of Walls A, B, and D during June, 1985 while the issue of the wall redesign was being considered.

In July, 1985, OSHD advised DMD that the design office in Salem had determined that it would be necessary to place free draining backfill behind the walls to prevent hydrostatic pressure build-up which OSHD had determined was the cause of the previous failure and requested a change proposal from DMD to replace the backfill behind Wall C. This additional work was performed during August, 1985.

In July, 1985, after DMD was advised by OSHD that on site materials originally specified by OSHD as suitable for backfill would not be suitable for use in backfilling the walls, it became evident that the balance of the excavation to be performed on the project which had been scheduled to be [illegible] behind the walls was surplus. Excavation of Interstate Avenue which had to be completed prior to the construction of Wall D was delayed because OSHD declined to direct DMD to proceed and where to dispose of the surplus material. DMD, having already incurred added cost in excess of $12,000.00 to haul excavated material from I-5 off site and for which compensation from OSHD was not forthcoming, determined that the cost of hauling off-site all of the surplus material from the excavation of "IN" line would exceed $100,000 and was unwilling to commit to this extra and additional cost with no compensation agreement with OSHD.

In mid-August, 1985, OSHD verbally notified DMD that the vacant lot bounded by Interstate Avenue on the West, GN line on the North, and Stanton Avenue on the south could be used for disposal of surplus excavated materials and this was begun immediately. (Note: Written notice was not provided until September 23, 1985 and DMD has not been compensated for portions of the development work such as clearing and drainage revisions). This resulted in Interstate Avenue and Wall D being constructed under adverse weather conditions and delayed completion until the next summer of this and the follow-on work which was as follows:

IN LINE
1.Interstate storm drainage
2.Interstate paving
3.Interstate barrier, curbs and sidewalks
4.Islands, signals, lighting,signing
5.Landscaping and fencing
6.Traffic move to allow Greeley and Interstate completion
  - a.Stage 3 paving
  - b.Stage 3 barrier

c.Stage 3 lighting
d.Stage 3 signing
d.Stage 3 signals

The redesign at Walls A and B was further complicated by the fact that a century old 96" diameter sewer had to be protected and spanned by the revised footing and by the proximity of the UPRR railroad yard at the foot of a steep slope adjacent to Wall A. These considerations which should have been corrected by OSHD during the design phase were in addition to the original design deficiency which prompted redesign of the backfill.

By the time OSHD completed redesign of Wall A and B and requested a change proposal from DMD, the 1985 summer construction season was gone. DMD commenced the redesigned work with only partial agreement for compensation for the change. This required that all of the work on Walls A and B as well as the follow-on work be done in the winter of 1985-1986 under adverse conditions or delayed until the summer construction season of 1986.

DMD attempted to perform the work through the winter but still were unable to complete this portion of the project until the summer of 1986 due to the inneficiencies caused by the weather, poor and unsuitable on-site materials (as determined by the OSHD), and lack of resolution of changes directed by the OSHD. The effect of these changes was to delay completion of both the "GS" and "G" lines and the follow-on work which consisted of:

1. Excavation and embankment
2. Storm drainage
3. Paving
4. Wall E
5. Barrier and curbs
6. Lighting, signals, impact attenuators
7. City water main relocation
8. Traffic moves to allow completion of staging

OSHD's wall redesign ultimately delayed completion of the project, which would have been completed in the fall of 1985, to fall of 1986 with the predictable increase in both direct, indirect and consequential costs for which DMD has not been equitably compensated.

LATEX NARRATIVE

Latex Modified Concrete (LMC) is a rather recent construction innovation which is intended to extend significantly the useful "life" of a concrete roadway surface through the application of a thin, lightweight, durable and fairly impervious overlay. It is not intended to correct structural deficiencies which may exist.

The Greeley Avenue project included requirements for a ""nominal 1-1/2" latex modified concrete overlay "" of the existing northbound and southbound structures on I-5 which would be affected by the new construction as well as some portions of the new ramps where they joined the existing structures.

DMD's original project schedule indicated the LMC overlay work beginning approximately March 1, 1985 and completing in four months on approximately July 1, 1985. This was planned to take advantage of the weather conditions which are normally favorable for this type of work during this time period.

The LMC overlay did not have to be completed until approximately September 1, 1985 before affecting the scheduled project completion date which allowed DMD approximately two months float time.

In February, 1984, the OSHD, after DMD advised that 1-1/2" extrusions were possible to obtain, substituted the use of 1-1/2" extrusions (and, subsequently, the addition of shims under Extra Work Order 21) rather than 2" extrusions welded on top of the existing expansion joints to raise the existing expansion joints to accommodate the overlay thickness. The substitution was intended to provide a more satisfactory riding surface for the traveling public since the overlay was intended to be nominally 1-1/2" thick whereas the original design of OSHD provided a "hump" at every joint to transition from 1-1/2" to 2" thickness.

In December, 1984, while performing field investigations necessary to permit the fabrication of the joint extrusions to commence, DMD became aware that the existing expansion joints would require extensive repairs before the new construction could proceed as detailed under the contract. The LMC overlay as provided in the Contract contemplated no repair, as such, to existing expansion joints in the existing pavement, but only construction of joints as detailed in the drawings which were required for the overlay work itself.

As with the design of the retaining walls, design responsibility for the project including the latex overlay and joint construction was soley the responsibility of OSHD.

DMD immediately requested that the OSHD investigate the matter and advise DMD how to proceed. Concurrently, DMD requested that the OSHD evaluate the entire LMC overlay requirement to ascertain whether any other problems might exist which should be addressed by the OSHD in time to prevent delays in the performance of the work.

In May, 1985, DMD was ready to perform work on I-5 which was required and preparatory to the LMC work to be done. The preparatory work included excavation and paving necessary to widen I-5 to provide sufficient width to reroute traffic through the work area while the various stages of the LMC work were being performed.

After DMD was advised, also in May, 1985, that the remaining retaining walls on the project would require extensive redesign by the OSHD which resulted in the excavation which was required to be done on I-5 ("L" Line) before the LMC preparatory work could proceed, as well as all remaining excavation on the project becoming surplus and unsuitable, DMD immediately requested that the OSHD provide direction as to how to proceed. As mentioned in the Wall narrative, the original OSHD design provided for all excavated material to be placed in embankment on the project site and indicated that additional material would have to be provided by the contractor to complete the embankments as designed. Since the contract only provided for compensation for embankment satisfactorily placed in designated areas and did not address the situation encountered where excavation required for the performance of contract work could not be embanked and, therefore, provided no means of compensation for the work, DMD advised the OSHD of the cost of hauling the material off-site and, receiving no response or direction from the OSHD within a reasonable time period, proceded to excavate and haul off-site the material from I-5 and, subsequently, with other preparatory work.

By August, 1985, DMD was again ready to proceed with the initial stage of the LMC work notwithstanding the absence of OSHD direction concerning the resolution of several design and field related problems (including the delay in receiving direction) which were the responsibility of OSHD, and primarily consisted of: 1) the joint repair requirements; 2) provision of shims under the extrusions to adjust the overlay finish elevations and thickness (since OSHD had indicated that the finish profile of I-5 would be modified by increasing the overlay thickness rather than conforming to the contract requirements); 3) timely LMC mix design approval by the OSHD; 4) proper layout of the temporary barrier, traffic lanes and other items by the OSHD to allow Stage 5 to be constructed before Stage 4 as had been requested by the OSHD to enhance traffic flow through this and adjacent, ongoing OSHD projects; 5) designs and methods for repair to the existing unarmored joints, both transverse and longitudinal; 6) the construction detail for the longitudinal joint between the existing northbound and southbound structures on I-5 which had been determined to be impossible to construct as originally designed by the OSHD; and, 7) OSHD coordination of construction of the LMC overlay in conjunction with the existing joint repair resolution.

After nine months, in late September,1985, the OSHD issued Extra Work Order (EWO) 21 which was intended to cover repairs to the existing armored joints but, due to the magnitude and complexity of the changes required, this and other EWO's were expanded to cover other additional work, both related and non-related to the original scope and, in some cases, only compensated for a portion of the additional work. In late-October, 1985, after DMD had commenced the Stage 5 LMC work, the OSHD issued EWO 22 which was intended to cover repairs to the existing structures and roadways beyond the project boundaries. By this time, it was obvious that DMD would be unable to mobilize the manpower, materials and equipment necessary to complete the extensive additional work required in time to make any significant progress on the LMC placement before the winter season.

In November, 1985, OSHD and DMD postponed start of actual LMC placement until Spring, 1986 because of weather conditions. DMD requested that OSHD stop time charges during this period but OSHD, after stating that this would be done, failed to do so, and instead, in late December, 1985, directed further design changes in the work.

DMD was finally authorized to proceed with the complete re-designed work in Mid-April, 1986, resulting in a total delay in excess of 15 months from DMD's initial request to OSHD for direction and resolution.

Completion of the LMC overlay, once the OSHD design deficiencies were determined and resolved, was performd within the original schedule duration shown except as affected by the changes directed by OSHD and by some joint and latex cracking matters, which DMD believes are the responsibility of OSHD since the work was performed in accordance with the contract requirements and/or the direction of OSHD.

The completion of the LMC overlay was further impacted by the extra work required by the OSHD under EWO 1 which was issued to cover the various temporary traffic relocations, EWO 21, EWO 22, and EWO 24 which was issued to correct structural deficiencies in the existing structures outside the project boundaries. These delays were approximately thirty-nine (39) work days during Stage 5, fifteen (15) work days during Stage 4, and sixteen (16) work days during Stage 6.(See attached detail). This is equivalent to a minimum delay of ninety-eight (98) calendar days.

Additionally, the OSHD longitudinal joint design which was impossible to construct delayed the completion of the work at least an additional twenty-one (21) calendar days due to the changed requirement of having to construct the stage in two phases rather than one as represented in the contract documents. OSHD has provided neither direction nor compensation for this change.

In addition to the foregoing problems, OSHD attempted to adjust the finish profile of the existing structure and to correct the mis-alignment of the existing adjacent deck elevations through increasing the depth of the LMC overlay rather than providing the nominal 1-1/2" overlay thickness as contemplated in the contract documents which resulted in an average thickness of about 2.4 inches. This change, coupled with an increase in the area to be overlayed, increased the time to complete the work since each increment of area took longer to complete and the quantities and production capacities were premised on the specifications and requirements contained in the contract documents. The added thickness of the LMC overlay contributed to the cracking problem and significantly increased the cost without appropriate increase in compensation since the compensation was based on area measure and not volume measure and the volume placed increased substantially to an estimated average depth in excess of 2.4 inches. This change delayed completion of the LMC overlay work an estimated additional twenty-four (24) calendar days. There has been no direction, response or compensation from OSHD for this change.

An additional four (4) calendar days were lost as a result of OSHD stopping the work due to "anticipated problems" in the latex materials or weather which were demonstrated to not be a problem. There has been no direction, response or compensation from OSHD for this change.

In summary, during January, 1985, DMD advised the OSHD that the existing joints were badly deteriorated and requested direction from OSHD how to proceed. The initial change order was finally issued on September 21, 1985 but final direction which allowed the LMC overlay to fully proceed was not received until April 8, 1986. The delay from January 15, 1985 when DMD requested direction and resolution to May 29, 1985 when work was stopped due to lack of direction was 134 calendar days.The delay from May 29, 1985, when DMD was stopped from proceeding due to lack of direction until April 8, 1986 when sufficient direction was received to allow the work to proceed was 314 calendar days, for a total of 448 calendar days from the initial request until there was sufficient resolution to proceed.

Subsequent to April 8, 1986, 120 calendar days should be allowed for the performance of the LMC overlay work which was the duration provided in DMD's original schedule. This would result in a revised completion date of August 6, 1986.

An additional 147 calendar days, which would extend the contract completion date until December 31, 1986, is warranted and amply justified as a result of changes directed and/or caused by OSHD in the performance of the LMC overlay work once it was started.

This results in a total time delay of at least 715 calendar days or from January 15, 1985, until December 31, 1986, with the predictable increase in direct, indirect and consequential costs for which DMD has not been equitably compensated. DMD was able to mitigate the effects of the various delays by substantially completing the work by October 25, 1986, the date which was established by the OSHD.

DMD
DRAKE

DONALD M. DRAKE COMPANY
1740 NORTHWEST FLANDERS STREET
PORTLAND, OREGON
97209-2283
CONTRACTORS/DEVELOPERS
503 226-3991

3

DELIVERED ON JULY 16, 1986

219-523

July 7, 1986

Oregon State Highway Department
3259 N.W. 29th
Portland, Oregon 97209

Attention: Mr. Jerry Street
Project Manager

Subject: Greeley Avenue Connection to I-5
Contract No. 9729

Reference:
1) Current Project Schedule Updated as of July 1, 1986
2) Donald M. Drake Letter No. 219-398 Dated November 5, 1985
3) Donald M. Drake Letter No. 219-340 Dated September 26, 1985
4) Donald M. Drake Preliminary Project Schedule Dated November 10, 1983

Gentlemen:

Enclosed for your review is the Project Schedule Update as of July 1, 1986.

This schedule is predicated upon the following:

1) No additional changes or directives affecting the Latex overlay and the directly related work will be issued by the OSHD.

2) The scope of work remaining to accomplish the changes already directed by the OSHD and remaining contract work will not increase, thereby precluding completing all work this construction season.

3) The landscape work will be performed within the time period shown on the Project Schedule Update.

It is apparent in reviewing the Project Schedule that because of the nature, scope, and magnitude of the changes initiated by the OSHD, the project schedule and costs are being adversely affected.

To mention a few examples:

1) Changes to the walls, both design and field changes as they were being constructed.

2) Changes to the joints, both longitudinal and transverse, in the existing structures due to changes in the Latex overlay requirements.

3) Changes to the structural steel.

4) Changes to the precast girders.

5) Changes to the decks on the steel and precast girders.

6) Changes to the drainage, both design and field changes as the sections were being constructed.

7) Changes to the embankment placement both in quantity and location.

8) Unsuitable materials excavated at the direction of OSHD.

9) Significant overrun/underrun of bid quantities.

We think it may be helpful to describe some of the major changes and their resultant effects:

Item 1) Retaining Wall C revisions.
(The start of work to follow was delayed from 5/29/85 to 8/23/85 - resulting in a delay of 86 calendar days).

The sequence of events is as follows:

1. 5/29/85 - OSHD notifies DMD of potential double wall failure.

2. 6/17/85 - OSHD issues EWO 19 to perform foundation exploratory work at Walls A, B and D.

3. 6/27/85 - OSHD requests proposal for replacing embankment behind Wall C.

4. 7/19/85 - DMD proposal returned to OSHD.

5. 8/5/85 - OSHD issues notice to proceed with response to DMD proposal.

6. 8/8/85 - OSHD issues PA 19 which only partially compensates DMD for the changed work.

7. 8/12/85 - Changed work commences.

8. 8/23/85 - Changed work completed.

9. The follow- on work was further delayed due to the effects of adverse weather as a result of the inability to perform the unchanged work during the summer construction season.

Item 2) Retaining Wall A and B revisions.
(Start was delayed from 5/21/85 to 9/21/85 and completion was delayed from 7/17/85 to 3/10/86- resulting in a delay of 236 calendar days).

The sequence of events is as follows:

1. 5/29/85 - OSHD notifies DMD of potential double wall failure problem.

2. 6/17/85 - OSHD issues EWO 19 to perform foundation exploratory work.

3. 7/17/85 - DMD begins foundation excavation for Wall A.

4. 7/24/85 - DMD responds to verbal OSHD request for piling costs at A wall.

5. 8/28/85 - OSHD transmits change request to DMD.

6. 9/4/85 - DMD transmits change proposal to OSHD.

7. 9/16/85 - DMD performs exploratory work to locate 96" sewer at A wall.

8. 9/21/85 - DMD proceeds with Wall A footing.

9. 9/24/85 - OSHD issues PA 20 which only partially compensated DMD for the changed work.
10. 9/25/85 - OSHD transmits first revised change details to DMD.
11. 10/1/85 - DMD transmits pricing details to OSHD.
12. 10/2/85 - OSHD transmits second revised change details to DMD.
13. 10/7/85 - DMD excavates 'G' line (wet & sloppy).
14. 10/17/85 - DMD starts 'A' revised structural excavation in accordance with second revised change.
15. 10/29/85 - DMD notifies OSHD rain has made area inaccessible.
16. 11/25/85 - DMD transmits revised complete proposal to OSHD based on second revision.
17. 1/6/86 - DMD completes changed footing installation. Start changed backfill.
18. 1/14/86 - DMD proceeds with changed 'B' wall footing.
19. 1/17/86 - OSHD issues PA 25 which only partially compensates DMD for the changed work.
20. 3/10/86 - Complete A & B revised work.
21. The follow on work was further delayed due to the effects of adverse weather as a result of the inability to perform the unchanged work during the summer construction season.

Item 3) Retaining Wall D revisions.
(Start was delayed from 5/29/85 to 7/29/85 and completion was delayed from 8/1/85 to 6/12/86-resulting in a delay of 315 calendar days).

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The sequence of events is as follows:

1. 5/29/85 - OSHD notified DMD of potential double wall failure.

2. 6/17/85 - OSHD issues EWO 19 to perform exploratory foundation work.

3. 7/29/85 - Start excavation IN line.

4. 8/26/85 - Clear and grub "D" wall slope.

5. 10/11/85 - IN drainage started.

6. 10/11/85 - IN bank protection started.

7. 11/21/85 - Start footing forming.

8. 10/28/85 - Set double wall blocks.

9. 11/6/85 - OSHD issues PA 21 to use special wall backfill at "D" wall.

10. 11/29/85 - DMD notifies OSHD of error in staking cut slope at "D" wall.

11. 12/5/85 - Final closure pour.

12. 12/17/85 - Special wall backfill completed.

13. 4/3/86 - OSHD issues EWO 25 for clearing above "D" wall to correct slope layback.

14. 6/6/86 - Clearing completed.

15. 6/12/86 - Completed changed work.

Item 4) Latex paving and related work.
(Start was delayed from 5/15/85 to 5/1/86 and completion delayed from 9/15/85 to 9/30/86- resulting in a projected delay of 380 days.)

The sequence of events is as follows:

1. 5/15/85 - DMD notifies O.S.H.D. of need for repairs to existing joints.

2. 8/26/85 - DMD starts placement of temporary barrier for Stage V latex.

3. 9/23/85 - O.S.H.D. notifies DMD that four joints require repair.

4. 10/7/85 - O.S.H.D. conducts joint survey.

5. 10/9/85 - DMD begins surface preparation for Stage V.

6. 10/14/85 - O.S.H.D. issues EWO No. 21 for joint repair work.

7. 10/28/85 - O.S.H.D. advises DMD that there is lack of progress on latex work. The EWOs' necessary to permit us to perform the latex work had not yet been issued.

8. 10/31/85 - O.S.H.D. issues EWO No. 22 for Class III preparation.

9. 11/14/85 - DMD submits price quotation to O.S.H.D. for epoxy injection.

10. 12/31/85 - O.S.H.D. requests quotation for tapered shims at armoured corners due to differences in deck elevations at longitudinal joint.

11. 1/23/85 - DMD submits price quotation to O.S.H.D. for tapered shims.

12. 2/14/86 - O.S.H.D. notifies DMD to proceed with tapered shims under EWO No. 21.

13. 3/11/86 - DMD receives tapered shims from fabricator.

14. 3/22/86 - DMD requests status of epoxy injection.

15. 4/8/86 - O.S.H.D. provides notice to proceed with epoxy injection under EWO No. 21.

16. 4/10/86 - Concerning Stage V, DMD receives direction from O.S.H.D. on the extent of their requirements for joint repair and the method of payment.

17. 4/11/86 - DMD advised by Hamilton concerning the epoxy injection that they are unable to mobilize until after April 15, 1986.

18. 5/1/86 - Stage V epoxy injection completed. Latex overlay starts.

19. 6/16/86 - Stage V completed. Stage IV started.

20. 9/10/86 - Projected completion.

The unchanged contract work delayed as a result of the changes to the walls and the latex is summarized as follows:

A. The GN work was delayed until the fall of 1985 because the work could not be performed until the changed work at Wall "C" was completed. Because the following work had to be performed during the winter of 1985, it resulted in additional costs and loss of contract time:

   1. GN embankment
   2. GN drainage
   3. GN paving
   4. GN permanent barrier
   5. GN lighting
   6. GN signing
   7. GN bike path
   8. GN landscaping
   9. GN fencing

B. The IN line work which both preceded and followed the wall construction was delayed while decisions were being made regarding the wall construction because portions of the work had to be performed during the winter resulting in additional costs and loss of contract time.

   1. IN excavation and embankment
   2. IN drainage
   3. IN paving
   4. IN lighting and signals

C. The work on the G & GS lines, which followed Walls "A" and "B" construction, was delayed waiting for a determination by the OSHD on how to proceed with the wall construction. Because direction was not received until winter of 1985, the work had to be performed during the winter of 1985/86 resulting in additional costs and loss of contract time:

1. GS and G excavation embankment
2. GS and G drainage
3. G water line relocation
4. GS and G paving, lighting signing, barrier

D. MR construction was delayed due to the revisions at the walls. The material to be excavated from MR line was originally intended to be placed in embankment behind the walls. With the revisions to the walls, this material became surplus. Until a decision was reached by the OSHD on where to dispose of the surplus from the MR Line, the MR Line construction could not proceed. Because the following work had to be performed during the winter of 1985 and summer of 1986, it resulted in additional costs and loss of contract time (See Project Schedule Update):

1. MR excavation
2. MR drainage
3. MR paving
4. MR wall
5. MR sidewalks

E. The "L" line work preceding the Latex overlay was delayed until a decision was made regarding disposal of surplus excavated materials. The Latex overlay and related joint work were delayed due to changes affecting the preceding work and subsequent changes affecting the follow- on work. These further changes are continuing to delay the performance of this critical work (See Project Schedule Update). Because of this delay, we have been unable to utilize the equipment originally scheduled for this work. The use of alternate equipment has resulted in substantial additional costs.

This will result in additional costs due to inefficiencies because of the timing of the changed work, extended requirements for traffic control and supervision and the performance of the work under adverse conditions.

1. L excavation, drainage, paving, barrier, lighting, signing
2. L Latex overlay and related work

This listing is indicative of the effects of the wall revisions on the follow- on work and the schedule shows that all work scheduled subsequent to the construction of Wall "C" has been delayed. This was further compounded by the fact that weather sensitive work such as excavation, embankment and drainage was delayed until the winter of 1985/86 and could not, in most instances, be completed until the following summer "construction season" of 1986.

The total delay to the project resulting from the above items, after considering concurrent delays, extends the previously extended contract completion date of March 15, 1986 a minimum of 200 additional calendar days to September 30, 1986.

These are only some of the examples of the changes that have occurred to date. The OSHD was duly notified that DMD would seek an equitable adjustment of contract time and compensation once the total effect of these changes could be determined. Additionally, our subcontractors and suppliers have informed us of their intent to seek equitable adjustments and are presently compiling this for submittal to the OSHD.

If it were not for the delays caused by the OSHD's directives and changes, the project would have been completed in accordance with our initial project schedule. Despite the delays, we have made every possible effort to complete the work within the contract time originally allowed. It was not until the summer of 1985, when substantial additional changes were directed by the OSHD to be made to the walls and the Latex overlay joints, which precluded completing the work in 1985, that it became apparent the work would be extended through the summer of 1986. We have kept the OSHD informed of our progress and the reasons for delays by virtue of our project and bi-weekly schedules and our correspondence.

We have on numerous occasions requested that the OSHD resolve the many changes and field problems in a timely, expeditious and equitable manner. At this time, in order to have the opportunity to complete this year, the major decisions we request the OSHD to immediately consider and implement are:

1) Timely decisions as they relate to changes which are affecting the project, by agreeing to the extent of the changes, by authorizing us to proceed in writing, and by establishing equitable means for adjustments to the contract time and compensation. The changes of immediate concern are those involving the Latex overlay and related joint work, and the final contours and drainage at the waste area.

2) Timely resolution of all outstanding changes, by establishing equitable means for adjustments to the contract time and compensation.

3) Timely inspection and acceptance of completed sections of construction in order to implement the next scheduled phase.

4) The OSHD to provide a survey crew on the project site, so that staking can be implemented when and where needed for efficient utilization of personnel and equipment.

5) Since the changes at Wall "C" precluded the landscaping from being performed within the contract time limits, a decision must now be made as to when, or if, this work will be performed. The contract limitations would now require this work to be done after all other work is scheduled to be completed. In order to mitigate the costs to the OSHD, we believe this work should be either deleted or allowed to proceed immediately.

Because we are unable to complete the project until this year, as the result of the OSHD's changes and directives, the Donald M. Drake Company is experiencing a considerable increase in costs and will seek an equitable adjustment under the contract.

As previous delays have been encountered, we have expressed to the OSHD our desire to resolve the issues concerning the OSHD caused delays and reach an equitable adjustment to which we are entitled under sections 104, 105, 107, 108, 109 and other applicable sections of the project specifications.

We have previously advised the OSHD that the Donald M. Drake Company is experiencing an approximate cost of $2,265/calendar day for project equipment and overhead which is exclusive of home office expense, interest, bond, escalation, profit or any subcontractor or supplier costs, all of which form a part of the equitable compensation which we believe is warranted.

Given the state of events as currently exist, it is important for the OSHD to implement our proposals in an effort to ensure completion of the project this construction season and to minimize the additional costs which will be incurred.

Under separate cover, we have requested that "Liquidated Damages" neither be assessed nor withheld from payments because with a reasonable understanding of the effects of these changes, an equitable adjustment in contract time should be granted thereby precluding the assessment of "Liquidated Damages."

We renew our offer to discuss our proposals and any other alternatives with you which will ensure completion of the project this construction season so we can mitigate the costs to the OSHD

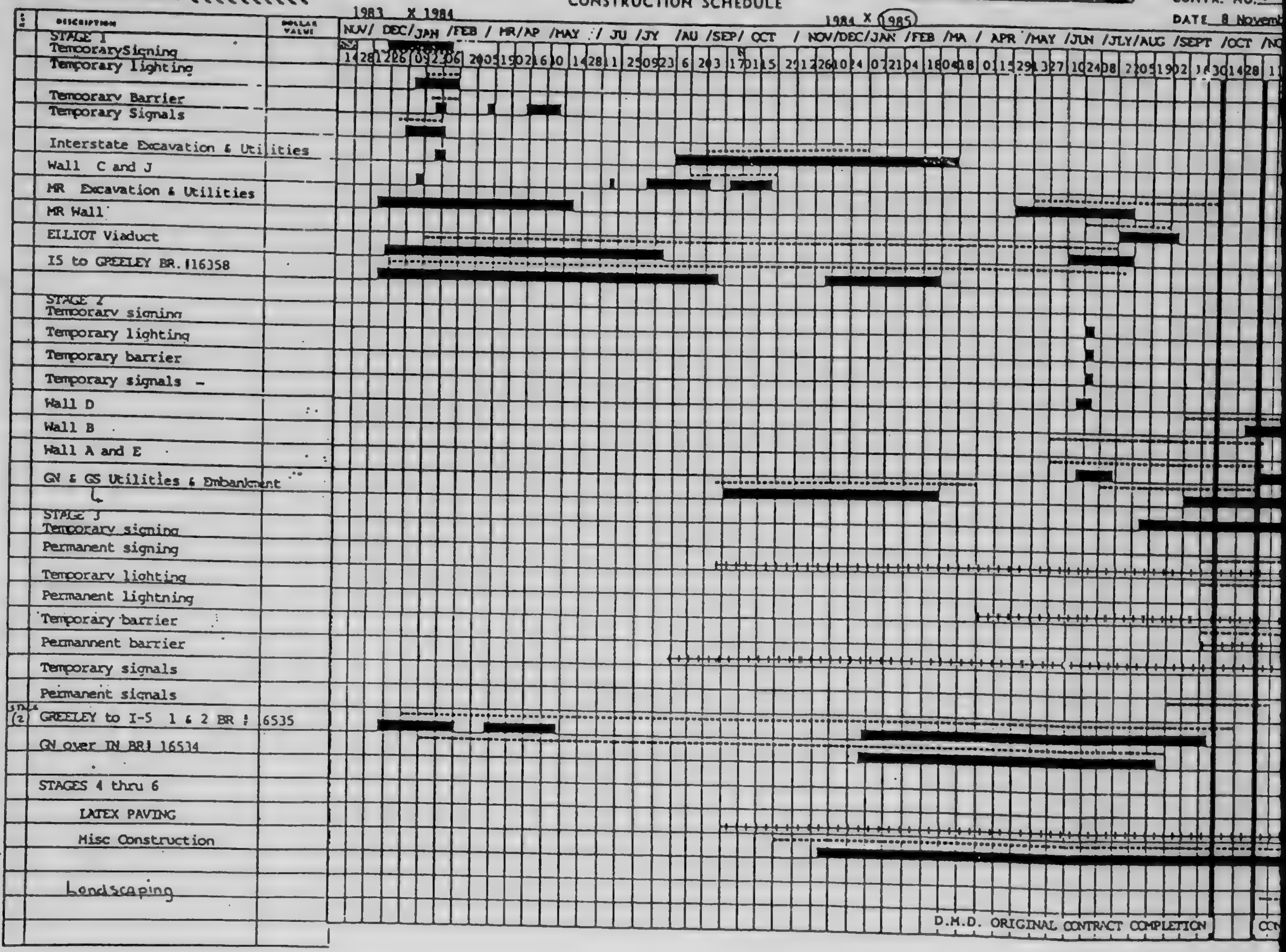
ORK PERFORMED INTERMITTENTLY: ++++++++++
ORK PERFORMED CONTINUOUSLY: ▬▬▬
REVIOUS PROJECTED (10/85): --------------
URRENT PROJECTED SCHEDULE: \\\\\\\\\\\\

DONALD M. DRAKE

GREELEY AVE. CONNECTION TO INTERSTATE 5
CONSTRUCTION SCHEDULE

7·1·86 Progress Update

SPEC. NO. Job
CONTR. NO. 97
DATE 8 Novemb

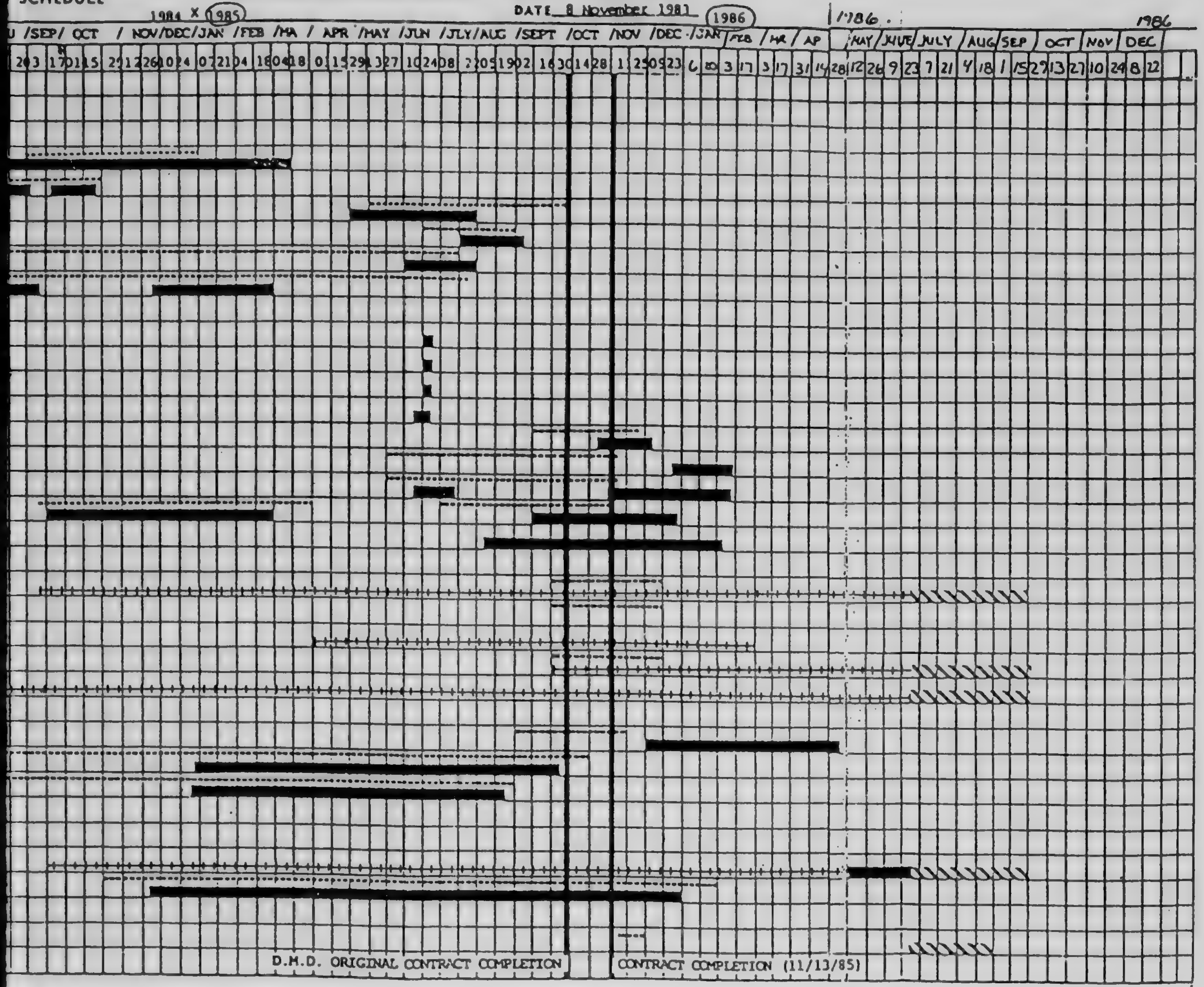


. DRAKE

ION TO INTERSTATE 5
SCHEDULE

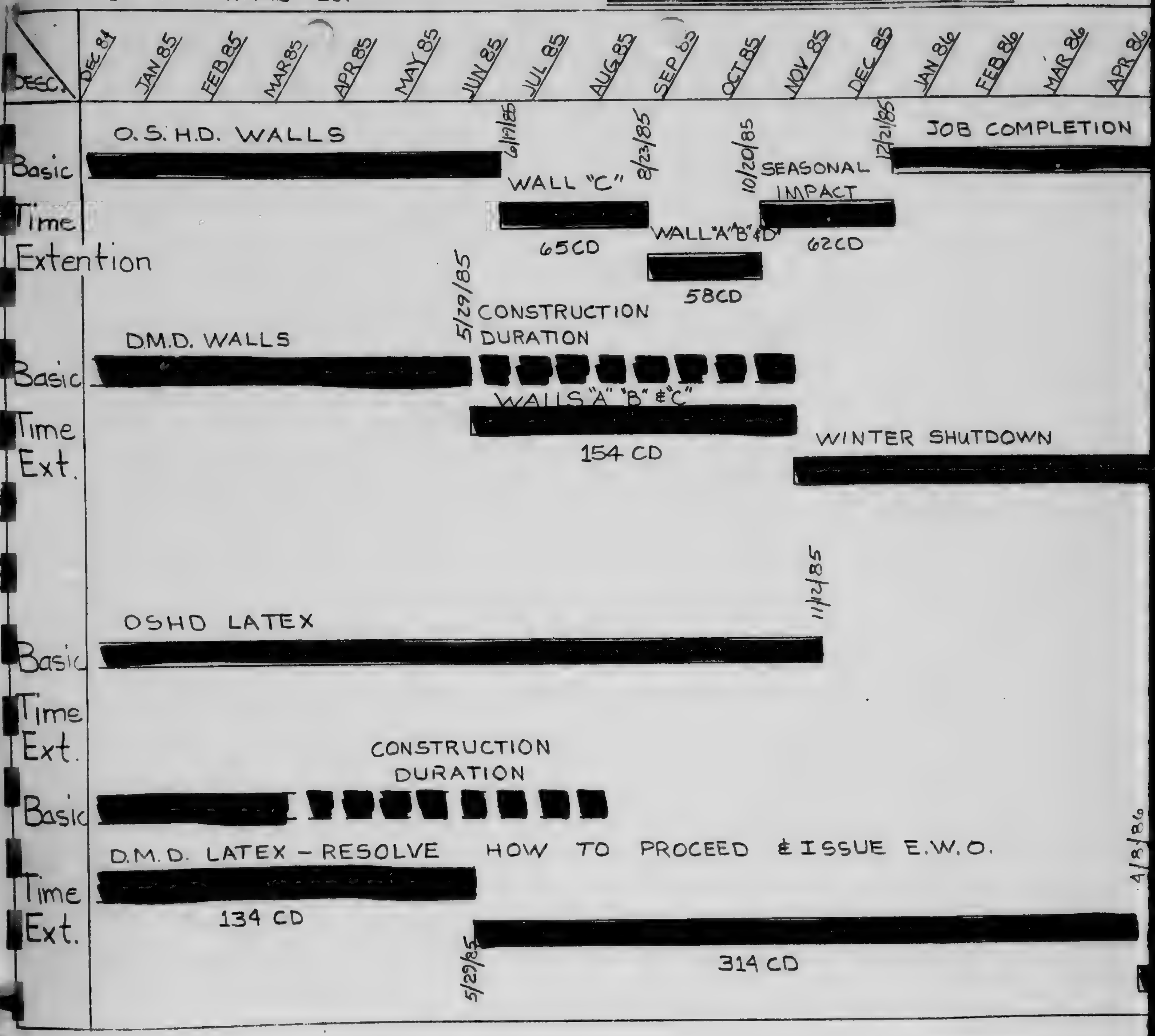
7·1·86 Progress Update

SPEC. NO. Job 219
CONTR. NO. 9729
DATE 8 November 1983



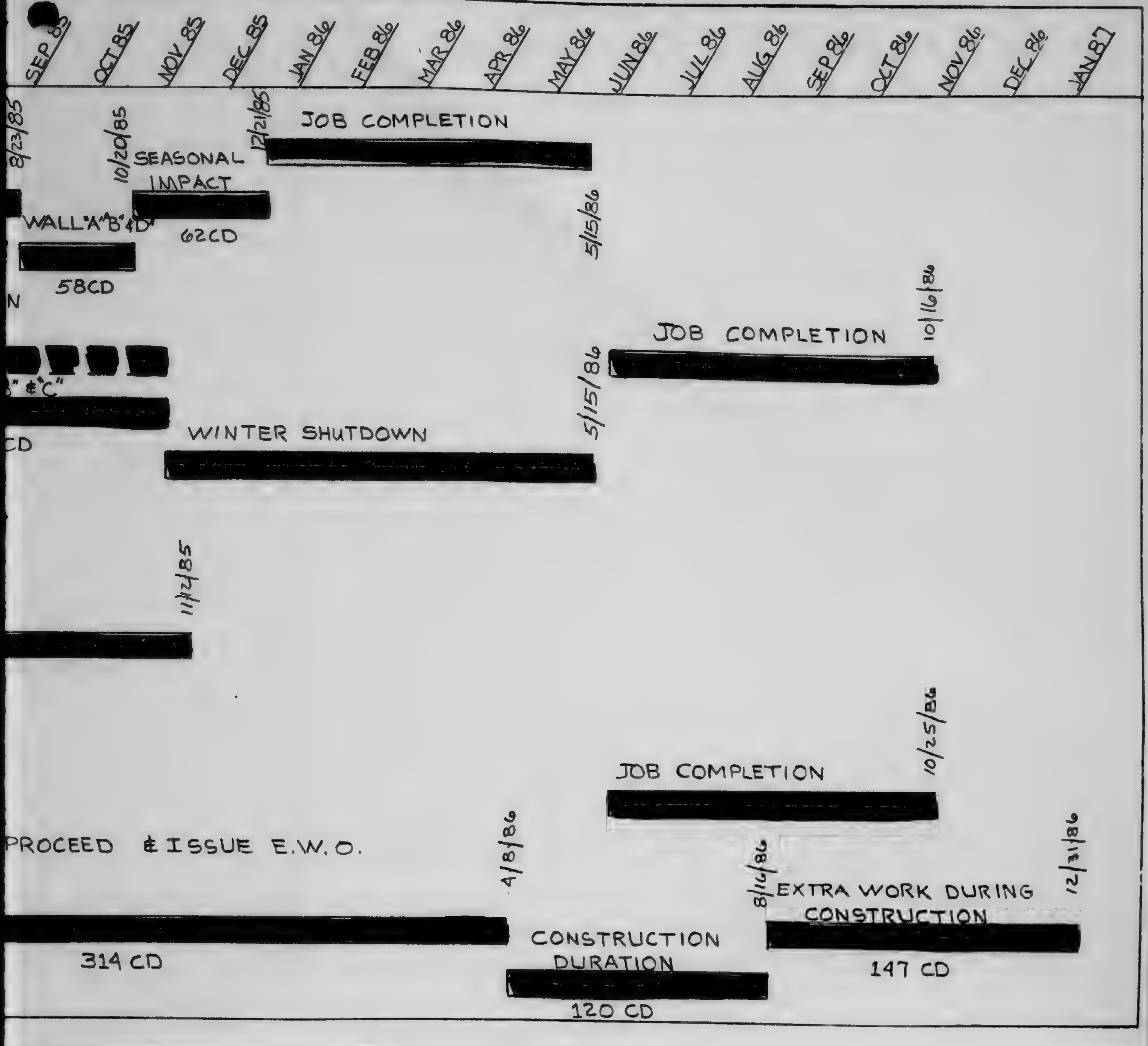
DONALD M. DRAKE CO.

TIME EXTENSION ANALYSIS



IME EXTENSION ANALYSIS

DECEMBER 15, 1986



Surfacing Preparation Equipment - Equipment shall conform to the following:

(a) Sawing equipment shall be capable of sawing concrete to the required depth.

(b) Scarifying equipment shall be power-operated mechanical scarifiers or steel abrasive, power blast scarifiers capable of uniformly scarifying or removing the existing surface to depths required in a satisfactory manner. Acceptable steel abrasive, power blast units are those manufactured by Power Blast Corp., Tuttle, Oklahoma, or "Blastrac" as manufactured by Wheelabrator-Frye Corp., Inc. of Mishawaha, Indiana, or an approved equal. Surface concrete located near barriers and drains that cannot be reached by scarifying machines shall be removed by approved hand methods.

(c) Power-driven hand tools for removal of unsound concrete will be permitted with the following restrictions:

Jackhammers heavier than nominal 30-pound class shall not be used.

Jackhammers or mechanical chipping tools shall not be operated at an angle in excess of 45 degrees measured from the surface of the slab.

Chipping hammers heavier than a nominal 15-pound class shall not be used to remove concrete for Class 2 preparation.

Hand tools such as hammers and chisels shall be used to remove final particles of unsound concrete or to achieve the required depth.

Equipment for deck preparation shall not be used until it has been approved by the engineer.

Preparation Details - Areas from which concrete has been removed shall be kept free of slurry produced by wet sawing of concrete. All such slurry shall be removed from prepared areas before new concrete is placed.

The entire deck area shall be cleaned by sandblasting, shotblasting or waterblasting not more than 24 hours before placement of the overlay concrete to remove laitance and surface contaminants. That portion of the barrier against which the overlay concrete is to be placed shall be blasted also. Immediately prior to placement of the overlay concrete, the entire deck area shall be further cleaned by compressed airblasting to remove loose dust and chips. Air used in blasting shall be free of oil contamination.

During scarifying, chipping, sawing, sandblasting, sweeping and flushing operations, deck drains and catch basin shall be blocked to prevent material from entering them.

All portland cement concrete removed from the bridge deck shall become the property of the contractor and be disposed of in a manner satisfactory to the engineer.

General - The contractor shall take all necessary measures required to keep vehicles off the newly surfaced deck for a minimum of 96 hours after placement of the concrete. At temperatures below 55°F, the engineer may require vehicles be restricted for a longer period.

Prior to opening the new surfacing to traffic, the new surface shall be surveyed for delaminations, bond failure or other damages by use of a chain drag, coring or other suitable devices. All areas which are damaged, fail to develop bond or are delaminated shall be removed and replaced at the expense of the contractor.

The contractor will be required to make 10 bond tests on the structure at locations designated by the engineer. The tests shall consist of coring through the new surfacing into the existing deck, attaching a device to the top of core and exerting a pull to apply a stress to the core of not less than 100 psi. Failure of the test core below this stress, when applied 14 days or more after the concrete pour will be considered to indicate unsatisfactory concrete overlay. The drill bit used for coring shall be not less than 3 inches in diameter. All cores shall be pulled to failure. The voided area of the cores shall be blast cleaned to the original deck surface and filled with latex-modified concrete.

Deck Surfacing - The system of overlaying bridge decks shall be latex-modified portland cement concrete system.

LATEX-MODIFIED CONCRETE SYSTEM

Materials - All materials shall be furnished, placed and finished in conformance with Section 504 of the Standard Specifications supplemented and/or modified as follows:

The friable particles tests to be made on aggregates to be used in portland cement concrete as set forth in subsection 703.10 and 703.02 of the Standard Specifications, as herein modified, will be made in conformance to the requirements of OSHD TM 221.

In subsection 703.01(c) change the limit for friable particles from 1 percent to 3 percent maximum.

In subsection 703.02(c) change the limit for friable particles from 0.25 percent to 2 percent maximum.

Delete the mortar strength test called for in subsection 703.01(h).

The portland cement shall be Type III, low alkali.

Fine aggregate shall have a sand equivalent of not less than 85.

Coarse aggregate shall meet the following gradation requirements:

Sieve Size	Percent Passing (by weight)	
	Min.	Max.
1"	100	100
3/4"	90	100
3/8"	20	50
No. 4	0	10
No. 200	0	1.5

If gravel is used in the production of aggregate for the latex-modified concrete, the material shall contain in each designated separate size not less than 60 percent (by weight) of fragments which have at least one fractured face produced by mechanical crushing.

That portion of the aggregate retained on a No. 4 sieve will be known as coarse aggregate and shall be crushed rock or crushed gravel. The coarse aggregate shall contain not more than 10 percent (by weight) of flat elongated pieces having a maximum dimension greater than three times its minimum dimension.

Formulated latex admixture shall be a nontoxic, film-forming, polymeric emulsion in water to which all stabilizers have been added at the point of manufacture and shall be homogeneous and uniform in composition.

The latex modifier may be Dow Concrete Modifier A, Dylex 1186 by Tex-crete or Tylac 97-314 by Reichhold Chemical.

Other latex emulsions will be acceptable if they meet the prequalification requirements specified in Report FHWA-RD-78-35, "Styrene-Butadiene Latex Modifiers for Bridge Deck Overlay Concrete", April 1978.

The contractor shall submit to the engineer certification from the manufacturer stating that each batch of the product furnished for use in the latex-modified concrete is identical to that tested and approved by the FHWA Fairbanks Laboratory.

Latex admixture to be stored shall be kept in suitable enclosures which will protect it from freezing and from prolonged exposure to temperatures in excess of 85°F. Containers of latex admixture may be stored at the bridge site for a period not to exceed 10 days.

The latex modified concrete for resurfacing of bridge decks shall be a workable mixture having the following properties or limits:

Material or Property	Quantity
Cement content, sacks/cu.yd.	7.0
Latex emulsion admixture, gal./sack	3.5
*Water, gal./sack, max. (incl. mixture in aggregate)	2.0
Air content, percent of plastic mix	3-6
**Slump, inches	3-5
Percent fine aggregate as percent of total aggregate by weight	50

NOTE:

*The water added shall be adjusted to control the slump within the prescribed limits and should produce net water-cement ratios of 0.29-0.33 by weight. Nonsolids in latex shall be included in calculation of water-cement ratio as water.

**The slump shall be measured 4 to 5 minutes after discharge from the mixer.

Mixing, Placing and Finishing Equipment - Proportioning and mixing equipment shall be of a self-contained, mobile, continuous-mixing type conforming to the following:

The mixer shall be self-propelled and shall be capable of carrying sufficient unmixed dry bulk cement, sand, coarse aggregate, latex modifier and water to produce on the site not less than 6 cubic yards of concrete per batch.

The mixer shall be capable of positive measurement of cement being introduced into the mix. A recording meter visible at all times and equipped with a ticket print-out shall indicate this quantity.

The mixer shall provide positive control of the flow of water and latex emulsion into the mixing chamber. Water flow shall be indicated by flow meter and shall be readily adjustable to provide for minor variations in aggregate moisture.

The mixer shall be capable of being calibrated to automatically proportion and blend all components of indicated composition on a continuous or intermittent basis as required by the finishing operation, and shall discharge mixed material through a conventional chute directly in front of the finishing machine. Sufficient mixing capacity or mixers shall be provided to permit the pour to be placed without interruption.

Placing and finishing equipment shall include hand tools for placement of concrete and for working down to approximately the correct level for striking off with the screed. Manual type screeds or metal plates with approved electric vibrators attached shall be used to consolidate and finish the smaller areas. Spud vibrators will be required in deep pockets, edges and adjacent to joint bulkheads. Supplemental vibration shall be provided along the meet lines where adjacent pours come together and along curb lines. Hand finishing with a wood float may be required along the edge of the pour. An approved finishing machine, equipped with at least one screed and complying with the following additional requirements shall be used for finishing all areas of work:

> The finishing machine shall be self-propelled and shall be capable of forward and reverse movement under positive control. Provision shall be made for raising all screeds to clear the screeded surface for traveling in reverse.
>
> The machine shall be equipped with vibrating screeds designed to consolidate the modified material by vibration. Vibration frequency shall be variable with positive control between 3,000 and 11,000 vpm. The bottom face of the screeds shall be not less than four inches wide and metal covered. The screeds shall be provided with positive control of the vertical position.

The preceding paragraph will be waived if a Gomaco C450 or equivalent self-propelled screed with one or more rollers, augers and 1,500 to 2,500 vpm vibrator pans is used. Any modifications to the Gomaco C450 or equivalent shall be subject to approval by the engineer.

Supporting rails upon which the finishing machine travels will be required and shall be sufficiently rigid that they do not deflect under the weight of the machine. Anchorage for supporting rails shall provide horizontal and vertical stability. No hold-down device shot into new overlay concrete will be permitted. Screed and bulkhead rails shall not be treated with parting compound to facilitate their removal.

When placing concrete in a lane abutting a previously completed lane, that side of the finishing machine adjacent to the completed lane shall be equipped to travel on the completed lane. The finishing machine shall be capable of finishing to the face of previously placed concrete.

All equipment for mixing, placing and finishing of new latex-modified concrete shall be approved by the engineer prior to the start of any work.

Proportioning, Mixing and Placing - No latex-modified material shall be placed at temperatures lower than 45°F or during periods of rain. It may be placed at 45°F when rising temperature is predicted and then only if and until the prediction indicates 8 hours over 45°F for the curing period. Concrete shall not be placed at temperatures above 85°F.

Concrete shall be placed against a firmly fixed bulkhead. Control of sagging or running by freshly placed concrete in areas of steel gradient shall be by one or more of the following methods:

1. Place concrete uphill.
2. Modify slump.
3. Change cement type or brand.

The finishing machine shall be test run over the deck before each day's paving to insure the minimum thickness of pavement will be achieved.

In case of delay in the placement operation exceeding one hour in duration an approved construction joint shall be formed by removing all material not up to finish grade and sawing the edge in a straight line. During minor delays of one hour or less, the end of the placement may be protected from drying with several layers of wet burlap.

Immediately prior to placement of latex-modified concrete the clean surface shall be thoroughly wetted for a period of not less than one hour. Any standing water in depressions, holes or areas of concrete removal shall be blown out with compressed air.

The latex-modified mixture shall be brushed onto the wetted, prepared surface. Care shall be exercised to insure that all vertical as well as horizontal surfaces receive a thorough, even coating and that the rate of progress is limited so that the brushed on material does not become dry before it is covered with additional material as required for the final grade. Care should also be taken to prevent segregation of the paste from the aggregate. Where segregation does occur, the coarse aggregate should be removed and disposed of by the contractor.

The density of the plastic concrete mixture shall be at least 98 percent of the standard rodded unit weight determined in accordance with AASHTO T 121.

When a tight, uniform surface has been achieved and before a plastic film forms the surface shall be textured with a steel-tined tool that will mark the finished concrete to a depth of 3/16 ± 1/16 of an inch. The markings shall be approximately 1/16-inch in width spaced approximately 1/2-inch on centers.

Overlaps of the texturing shall be avoided. Markings or corrugations shall be transverse to the roadway centerline and full roadway width except for strips 16 inches wide along curb faces, which shall be left unmarked.

Adequate precautions shall be taken to protect freshly placed concrete from rain. All placing operations shall stop when it starts to rain. The engineer may order removal of any concrete material damaged by rainfall.

The surface shall be promptly covered with a single layer of clean, presoaked wet burlap as soon as the surface will support it without deformation. It is the nature of the latex modifier to form a plastic film at the surface upon drying, possibly within 15 minutes in hot, dry weather. It is the intent of this specification that this film be protected from drying and cracking by prompt covering with wet burlap.

Within one hour of covering with wet burlap, a layer of 4-mil polyethylene film shall be placed on the wet burlap and the surface cured for 24 hours. The curing material shall then be removed for an additional 72 hours air cure. Wet burlap-polyethylene sheets may be substituted for the polyethylene film with the approval of the engineer but shall not replace the initial wet burlap.

Longitudinal construction joints will be permitted only at the centerline of roadway or at lane lines.

At transverse and longitudinal joints, the surface course previously placed shall be sawed to a straight, vertical edge and sand blasted before the adjacent course is placed. Sawing of joints may be omitted if bulkhead produces a straight, smooth, vertical surface.

The face of the joints shall be blasted to remove loose material.

Measurement - Measurement of Class 1 and 2 preparation of the deck surface will be the horizontal area of the surface on which work is performed as specified.

Measurement of concrete surfacing shall be (a) cubic yards of latex-modified mixture furnished as determined from the theoretical yield of the design mix and documented by the ticket print-out of the cement used and the yield tests performed and (b) square yards of horizontal area complete in place.

Payment - Preparation and resurfacing of bridge decks will be paid at the applicable contract unit price for the items listed below:

Item	Unit
(a) Class 1 Preparation	Sq.Yd.
(b) Class 2 Preparation	Sq.Yd.
(c) Furnish Latex-Modified Concrete	Cu.Yd.
(d) Construct Latex-Modified Concrete Surfacing	Sq.Yd.

Payment for item (a) above shall include payment for removal and disposal of the top surface of the portland cement concrete deck as specified and cleaning of all surfaces which are to receive the surfacing concrete.

Payment for item (b) above shall include the removal and disposal of concrete, the preparation of the area to receive the new concrete and replacement of concrete as specified.

Payment for item (c) above shall include the furnishing of the latex-modified concrete mixture used in the surfacing. No deduction will be made for coarse aggregate thrown out when brushing the latex-modified mixture onto the wetted, prepared surface.

Payment for item (d) above shall include the placing and finishing of the latex-modified concrete surfacing.

Payment when made at the contract unit prices for the above items (a) through (d) shall be complete compensation for furnishing all labor, materials, equipment, tools and incidentals required to complete the work as specified.

SECTION 628 - ADJUSTMENT OF INCIDENTAL STRUCTURES

Adjustment of deck drains and catch basins shall be done in conformance with Section 628 of the Standard Specifications supplemented and/or modified as follows:

628.91 Payment - Add the following pay item:

Pay Item	Unit of Measurement
Adjusting Deck Drains and Catch Basins	Each

Greeley Ave. Connection to I-5
Grading, Paving, Structures, Signing, Illumination, Signals & Landscaping

The above-listed item refers to removing or modifying existing grates and providing and installing new grates for deck drains and catch basins and installing three drains in existing construction as detailed on the plans.

There will be no separate payment for plugging existing drains with concrete or for installing drains in existing construction except as provided for in subsection 505.92.

RETAINING WALLS

Scope - This work consists of construction of (1) reinforced concrete retaining walls, (2) Reinforced Earth retaining walls or (3) Doublewal concrete retaining walls as called for on the plans or as elected by the contractor with the restrictions shown in the Design Table below.

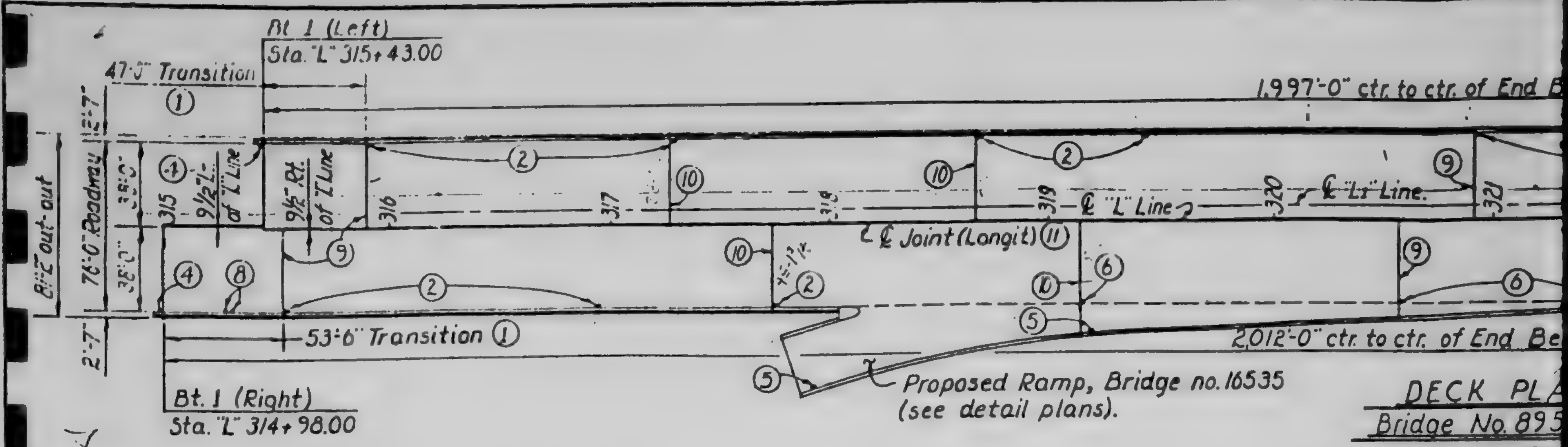
Profile - All walls regardless of design shall conform to the applicable top and bottom wall profiles shown on the plans.

Designs - The various optional designs and the walls to which the options apply are as follows:

	Design		
Walls	Cast-in-Place Concrete	Reinforced Earth	Doublewal Concrete
A	x	x	x
B	x	x	x
C	x	x	x
D	x	x	x
J	x	x	x
MR	x	x	x
E	x		
Gravity	x		

Walls "A", "B", and "C" shall all be of the same design as the contractor elects.

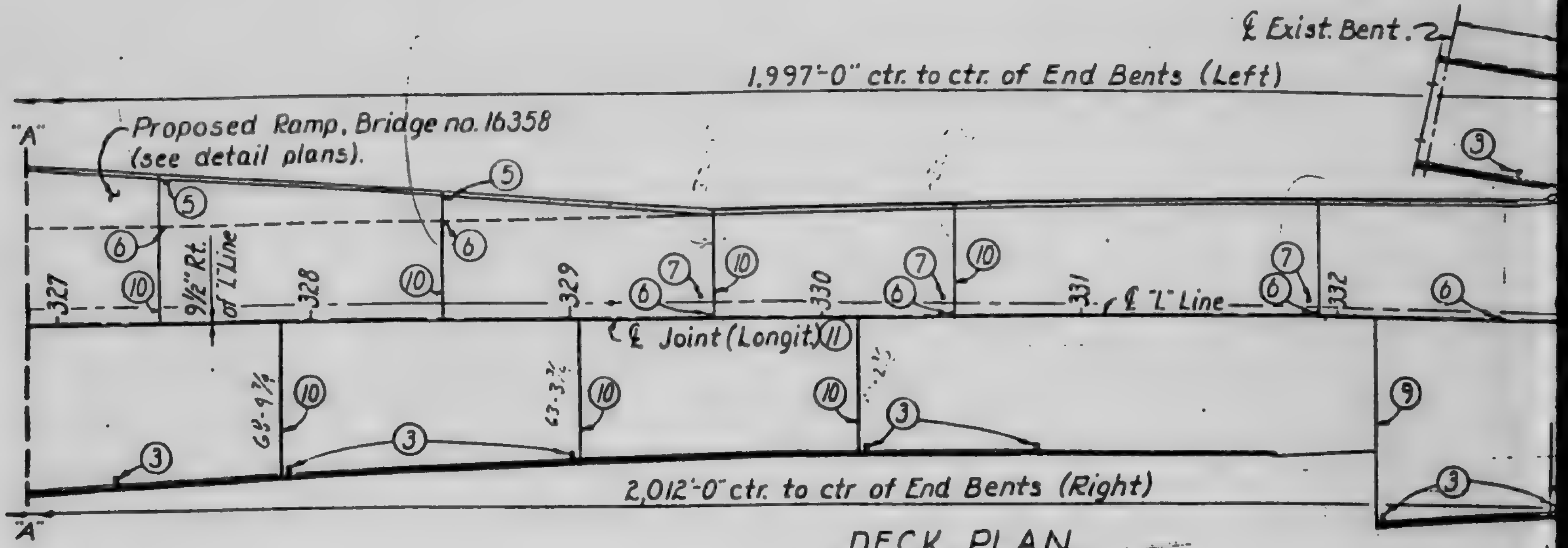
Variables - The contractor is advised that by making his choice of retaining wall designs the amounts and types of work required to construct the walls will vary with each design.


Bt. 1 (Left)
Sta. "L" 315+43.00
47'-0" Transition ①
1,997'-0" ctr. to ctr. of End B
81'-2" out-out
76'-0" Roadway
12'-7"
38'-0"
38'-0"
2'-7"
315
9½" Lt. of "L" Line
9½" Rt. of "L" Line
316
317
318
319
320
321
℄ "L" Line
℄ "Ls" Line.
℄ Joint (Longit.) ⑪
53'-6" Transition ①
2,012'-0" ctr. to ctr. of End Be
Proposed Ramp, Bridge no. 16535 (see detail plans).
Bt. 1 (Right)
Sta. "L" 314+98.00
①
②
④
⑤
⑥
⑧
⑨
⑩

DECK PL

Bridge No. 895

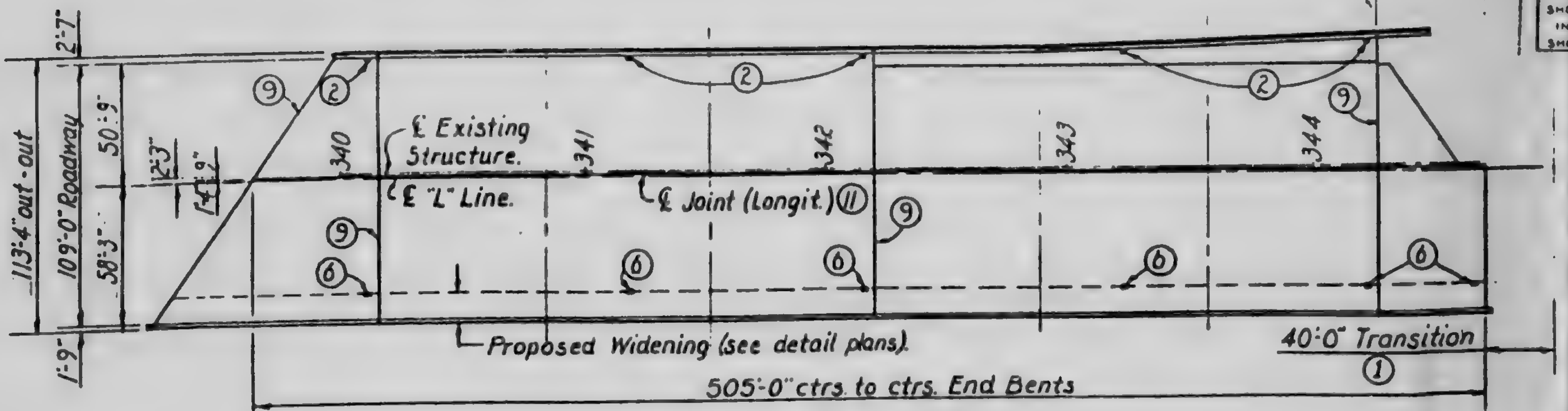
Scale: 1" = 40'-0


℄ Exist. Bent.
1,997'-0" ctr. to ctr. of End Bents (Left)
"A"
Proposed Ramp, Bridge no. 16358 (see detail plans).
327
9½" Rt. of "L" Line
328
329
330
331
332
℄ "L" Line
℄ Joint (Longit.) ⑪
68'-9¾"
2,012'-0" ctr. to ctr of End Bents (Right)
"A"
③
⑤
⑥
⑦
⑨
⑩

DECK PLAN

Bridge No. 8958 A

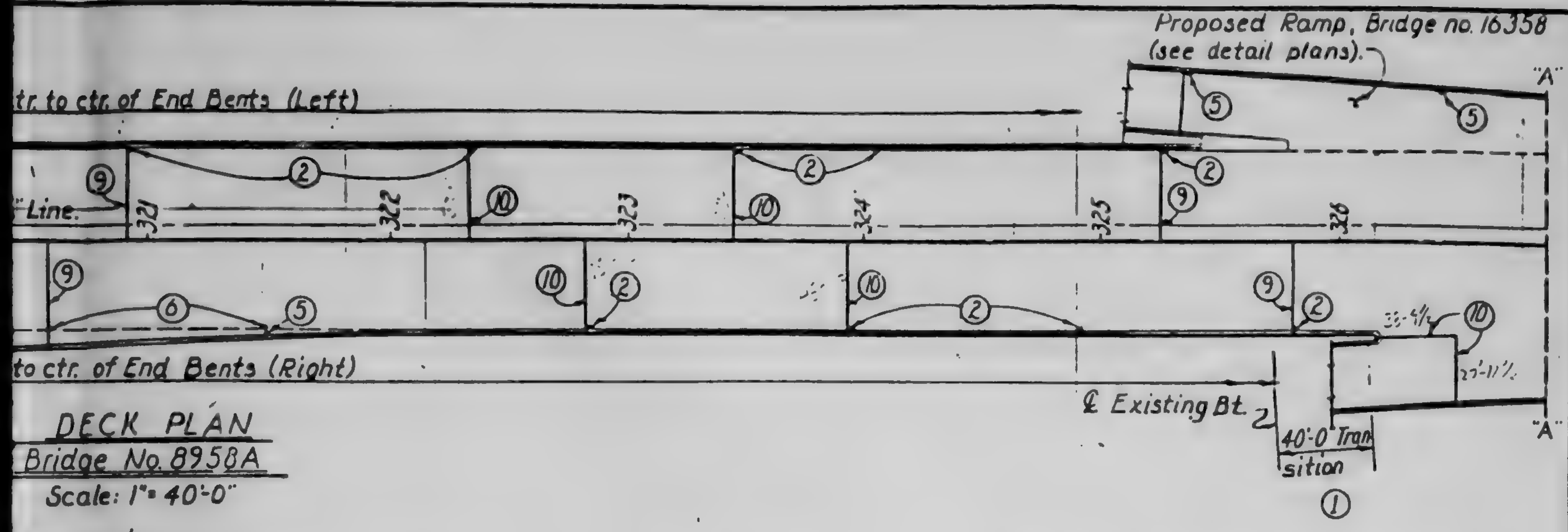
Scale: 1" = 40'-0"


2'-7"
113'-4" out-out
109'-0" Roadway
50'-9"
58'-3"
1'-9"
12'-3"
14'-9"
340
341
342
343
344
℄ Existing Structure.
℄ "L" Line.
℄ Joint (Longit.) ⑪
Proposed Widening (see detail plans).
40'-0" Transition ①
505'-0" ctrs. to ctrs. End Bents
②
⑥
⑨

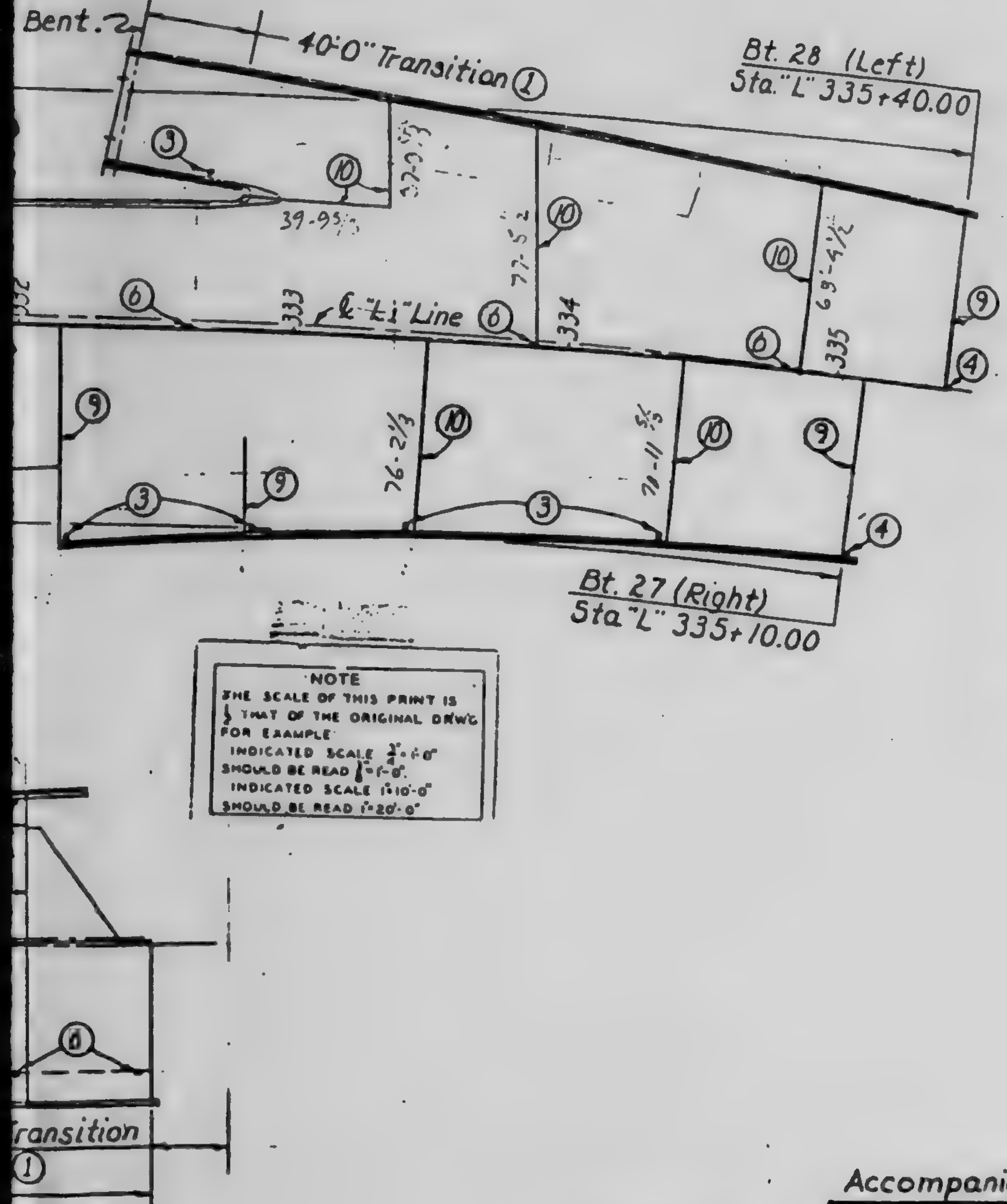
DECK PLAN

Bridge No. 8782A

Scale: 1" = 40'-0"


Proposed Ramp, Bridge no. 16358 (see detail plans).
"A"
ctr. to ctr. of End Bents (Left)
Line
321
322
323
324
325
326
to ctr. of End Bents (Right)
℄ Existing Bt.
40'-0" Transition
①
②
⑤
⑥
⑨
⑩
33'-4½
23'-11½

DECK PLAN
Bridge No. 8958A
Scale: 1" = 40'-0"


Bent.
40'-0" Transition ①
Bt. 28 (Left)
Sta. "L" 335+40.00
39'-9⅝
77'-5½
69'-4½
332
333
℄ "L" Line
334
335
76'-2⅓
78'-11⅝
Bt. 27 (Right)
Sta. "L" 335+10.00
Transition
①
③
④
⑥
⑨
⑩

NOTE
THE SCALE OF THIS PRINT IS ½ THAT OF THE ORIGINAL DRWG
FOR EXAMPLE:
INDICATED SCALE ¼" = 1'-0"
SHOULD BE READ ⅛" = 1'-0".
INDICATED SCALE 1" = 10'-0"
SHOULD BE READ 1" = 20'-0"

OVERLAY REFERENCE NUMBERS

- ①--Transition Section, see dwg. no. 38602.
- ②--Raise Existing Drain, see dwg. no. 38602.
- ③--Raise Existing Drain, see dwg. no. 38602.
- ④--Raise Existing Catch Basin, see dwg. no. 38602.
- ⑤--Install Drain in New Construction see Structure Plans.
- ⑥--Plug Existing Drain, see dwg. no. 38586.
- ⑦--Install Drain In Existing Construction, see dwg. no. 38602.
- ⑧--Existing Drain Modified, see dwg. no. 38602.
- ⑨--Unarmored Joint, see dwg. no. 38602.
- ⑩--Armored Joint, see dwg. no. 38602.
- ⑪--Longitudinal Joint, see dwg. no. 38602.

Accompanied by dwg. no.'s 38602, 22970 & 27090.

A. Philip Rabb
April 21, 1972

A. Philip Rabb P.E.
PE No. 7324

APPROVED: Walter J. Hart P.E.
BRIDGE ENGINEER R.E. No. 3895
DESIGNED A.P. Rabb
DRAWN T. Hernandez
CHECKED
REVIEWED J.M. T... 11/2/83
REVIEWED JEB 8-15-83
CALC. BOOK 1958

DATE	REVISION

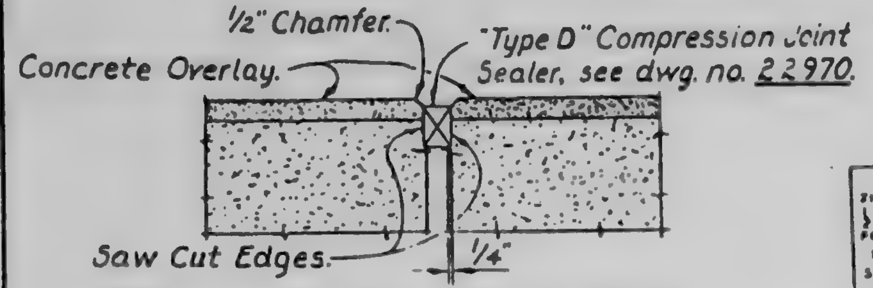
OREGON DEPARTMENT OF TRANSPORTATION
BRIDGE DESIGN SECTION

GREELEY AVE.-CONNECTION TO I-5 SECTION
DECK OVERLAY

PACIFIC HIGHWAY MULTNOMAH COUNTY

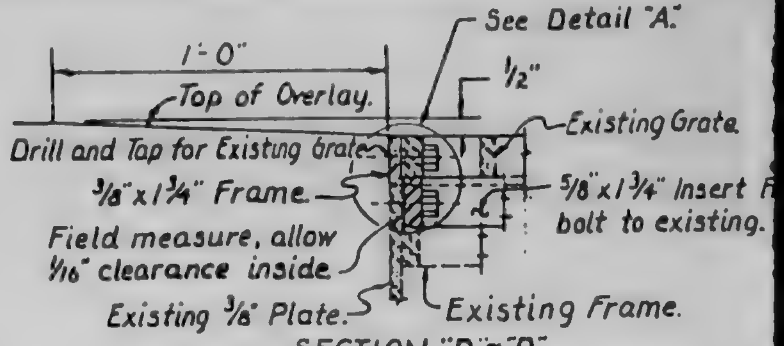
OVERLAY DETAILS

DATE July 1983
BRIDGE NO. 8958A & 8782A
SHEET 1 OF 4
DRAWING NO. 38601


½" Chamfer.
"Type D" Compression Joint Sealer, see dwg. no. 22970.
Concrete Overlay.
Saw Cut Edges.
¼"

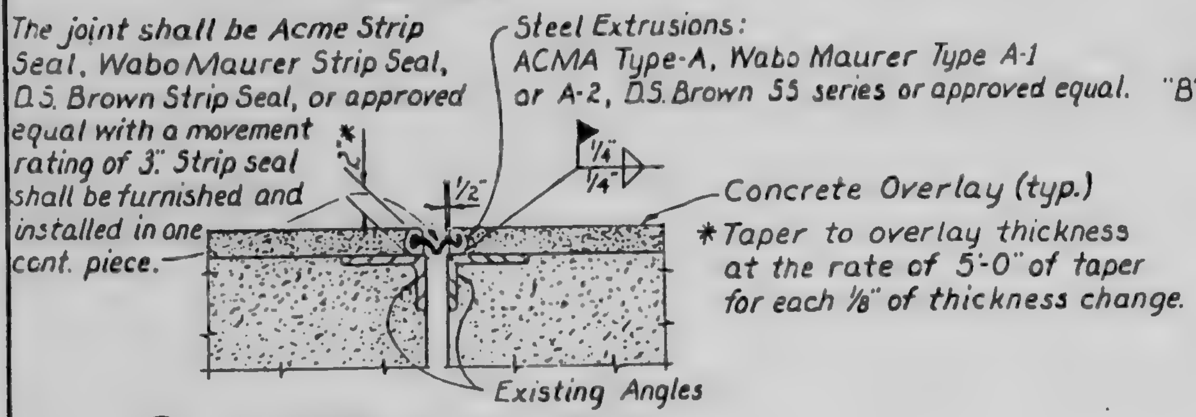
⑨ UNARMORED JOINT DETAIL
No Scale

NOTE
THE SCALE OF THIS PRINT IS ½ THAT OF THE ORIGINAL DRWG
FOR EXAMPLE:
INDICATED SCALE ¼"=1'-0"
SHOULD BE READ ⅛"=1'-0".
INDICATED SCALE 1"=10'-0"
SHOULD BE READ 1"=20'-0"

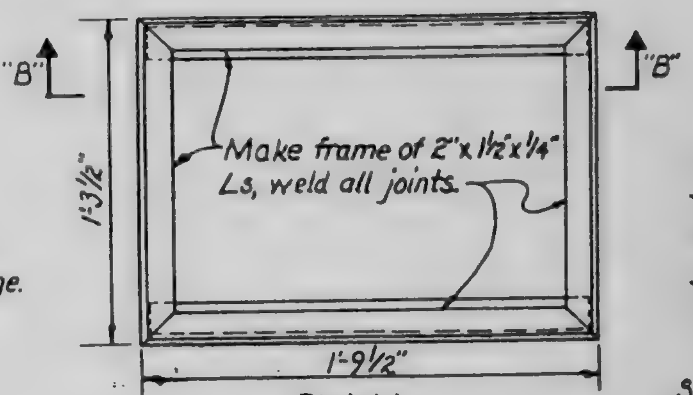

See Detail "A".
1'-0"
½"
Top of Overlay.
Existing Grate.
Drill and Tap for Existing Grate.
⅜"x1¾" Frame.
⅝"x1¾" Insert F
bolt to existing.
Field measure, allow 1/16" clearance inside.
Existing ⅜" Plate.
Existing Frame.

SECTION "D"-"D"

✱ Field
before


The joint shall be Acme Strip Seal, Wabo Maurer Strip Seal, D.S. Brown Strip Seal, or approved equal with a movement rating of 3". Strip seal shall be furnished and installed in one cont. piece.
Steel Extrusions: ACMA Type-A, Wabo Maurer Type A-1 or A-2, D.S. Brown SS series or approved equal.
✱
½"
¼
¼
Concrete Overlay (typ.)
✱Taper to overlay thickness at the rate of 5'-0" of taper for each ⅛" of thickness change.
Existing Angles

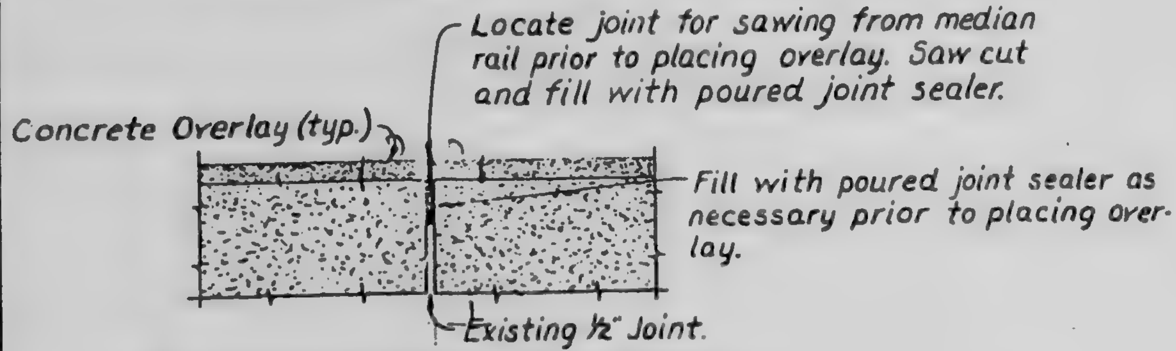
⑩ ARMORED JOINT DETAIL
No Scale


"B"
"B"
1'-3½"
Make frame of 2"x1½"x¼" Ls, weld all joints.
1'-9½"

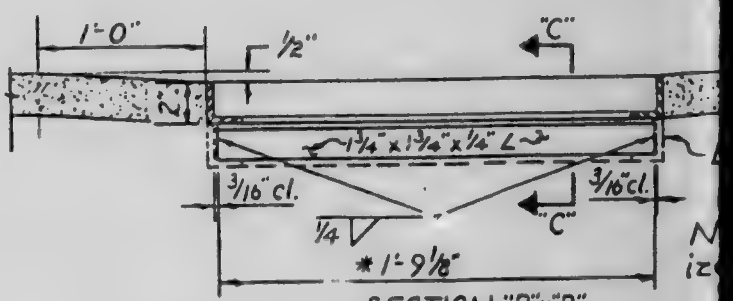
PLAN

SECTI

Note: Use ex


Locate joint for sawing from median rail prior to placing overlay. Saw cut and fill with poured joint sealer.
Concrete Overlay (typ.)
Fill with poured joint sealer as necessary prior to placing overlay.
Existing ½" Joint.

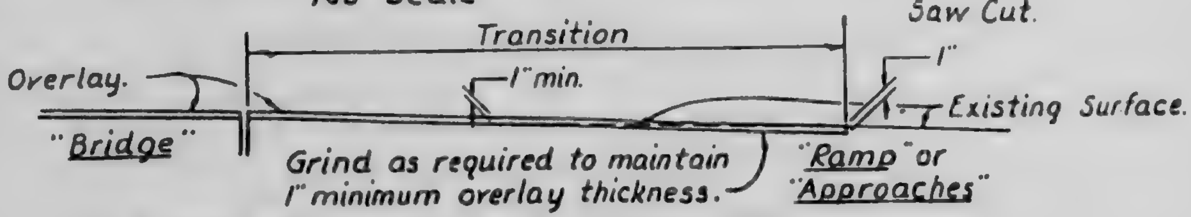
⑪ LONGITUDINAL JOINT DETAIL
No Scale


1'-0"
½"
"C"
2"
1¾"x1¾"x¼" L
3/16" cl.
3/16" cl.
¼
"C"
✱1'-9⅛"
N
iz

SECTION "B"-"B"

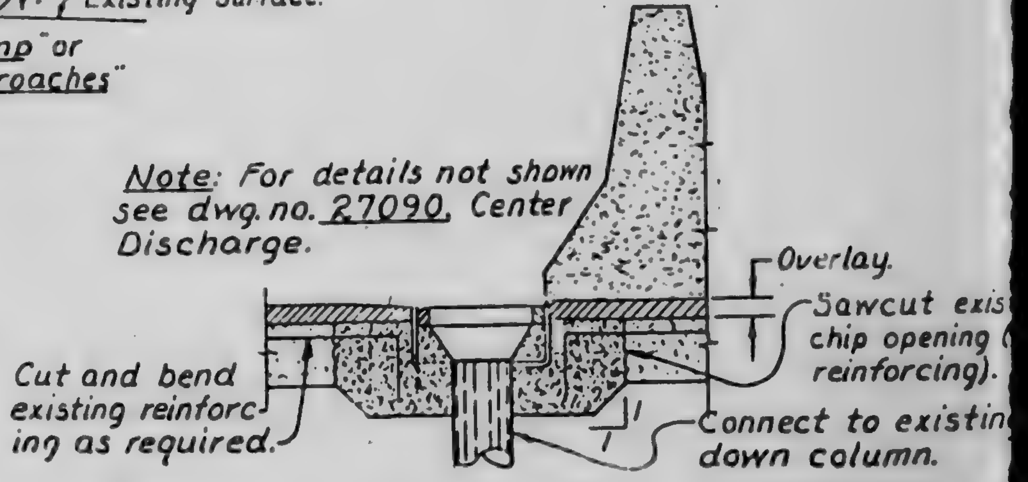
④ CATCH BASIN RAISING DE

No Scale

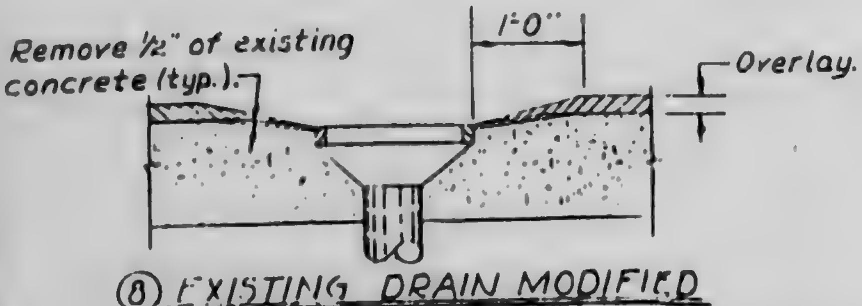

Transition
Saw Cut.
1"
Overlay.
1" min.
Existing Surface.
"Bridge"
Grind as required to maintain 1" minimum overlay thickness.
"Ramp" or "Approaches"

① DETAIL @ RAMPS AND APPROACHES
No Scale

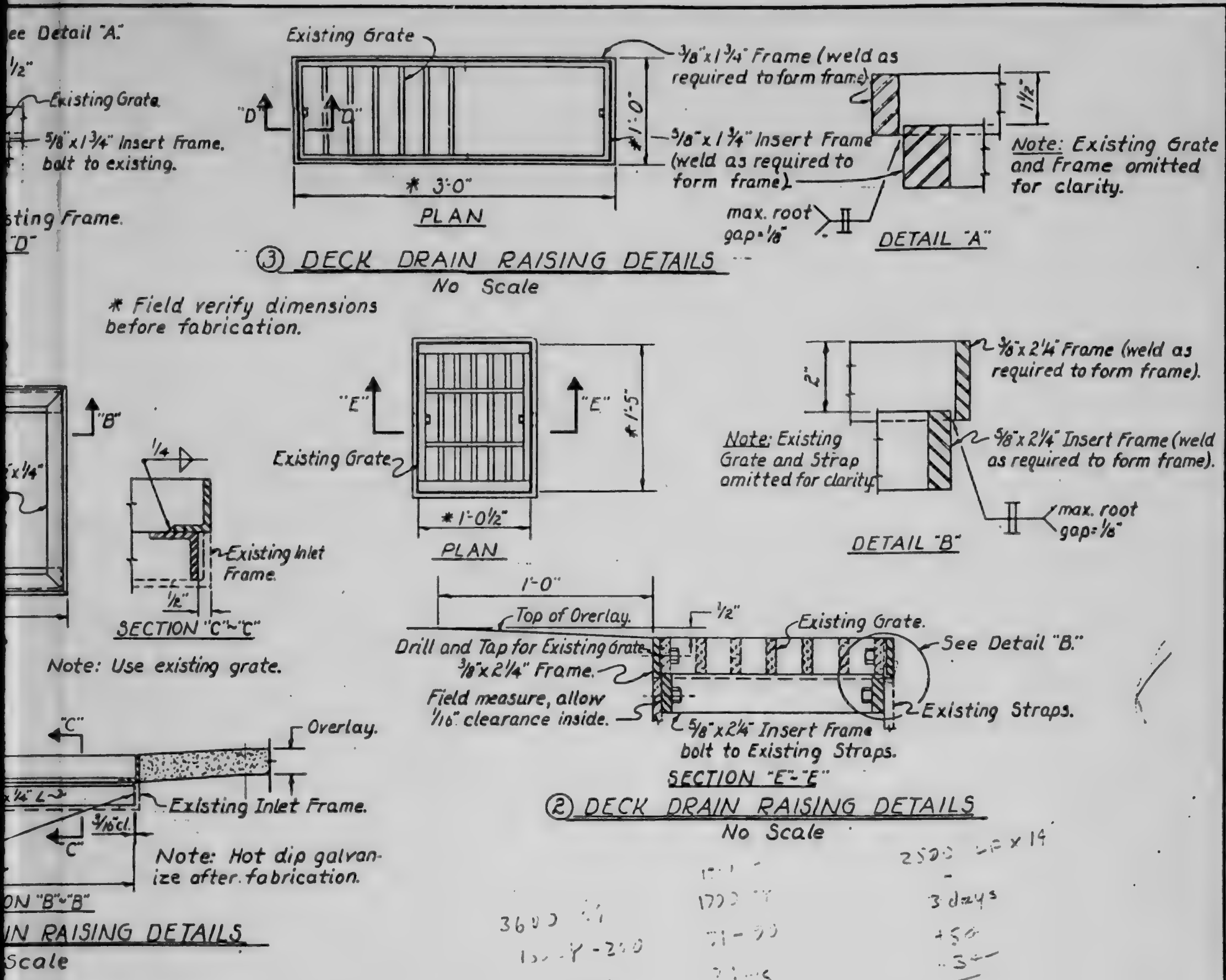
Note: For details not shown see dwg. no. 27090, Center Discharge.


Overlay.
Sawcut exis
chip opening (
reinforcing).
Cut and bend existing reinforcing as required.
1
1
Connect to existin
down column.

⑦ NEW DRAIN IN EXISTING CONSTRUCTION
No Scale


Remove ½" of existing concrete (typ.).
1'-0"
Overlay.

⑧ EXISTING DRAIN MODIFIED
No Scale


ee Detail "A."
1/2"
Existing Grate.
5/8"x 1 3/4" Insert Frame. bolt to existing.
sting Frame.
"D"
Existing Grate
"D"
"D"
1'-0"
* 3'-0"
PLAN
3/8"x 1 3/4" Frame (weld as required to form frame).
5/8"x 1 3/4" Insert Frame (weld as required to form frame).
max. root gap = 1/8"
1 1/2"
Note: Existing Grate and Frame omitted for clarity.
DETAIL "A"
"B"
x 1/4"
1/4
Existing Inlet Frame.
1/2"
SECTION "C"-"C"
Note: Use existing grate.
"E"
"E"
Existing Grate
* 1'-5"
* 1'-0 1/2"
PLAN
2"
3/8"x 2 1/4" Frame (weld as required to form frame).
Note: Existing Grate and Strap omitted for clarity.
5/8"x 2 1/4" Insert Frame (weld as required to form frame).
max. root gap = 1/8"
DETAIL "B"
1'-0"
Top of Overlay.
1/2"
Existing Grate.
Drill and Tap for Existing Grate.
3/8"x 2 1/4" Frame.
Field measure, allow 1/16" clearance inside.
5/8"x 2 1/4" Insert Frame bolt to Existing Straps.
See Detail "B."
Existing Straps.
SECTION "E"-"E"
"C"
Overlay.
x 1/4" L
Existing Inlet Frame.
9/16" cl.
"C"
Note: Hot dip galvanize after fabrication.
ON "B"-"B"

③ DECK DRAIN RAISING DETAILS
No Scale

* Field verify dimensions before fabrication.

② DECK DRAIN RAISING DETAILS
No Scale

IN RAISING DETAILS
Scale

3600
= 2.3
1700
2500 x 14
3 days
+50
3
+2

-Overlay.

Sawcut existing deck and chip opening (save existing reinforcing).

nnect to existing drain
wn column.

STRUCTION

A. Philip Rabb P.E.
P.E. No. 7324

APPROVED: Walter J. Hart BRIDGE ENGINEER P.E. No. 3895	OREGON DEPARTMENT OF TRANSPORTATION BRIDGE DESIGN SECTION
DESIGNED A.P. Rabb DRAWN I. Hernandez CHECKED REVIEWED REVIEWED JEB 8-15-83 CALC. BOOK 1958	GREELEY AVE.~CONNECTION TO I-5 RAMP
DATE / REVISION	OVERLAY DETAILS
	DATE July 1983 / SHEET 2 OF 4
	BRIDGE NO. 8958A & 8782A / DRAWING NO. 38602

EXPANSION JOINTS

Scope - This work consists of reconstructuign or replacing existing expansion joints as shown on the plans or as directed by the Engineer.

Materials - All expansion joints shall conform to the requirements shown on the plans. Metal extrusions and joint seals shall be manufactured by Acme Highway Products Corporation or by Watson-Bowman Associates, Inc. or D. S. Brown Co. All joints of the same type shall be manufactured by the same manufacturer.

All steel paving dam material shall conform to ASTM A 36.

Reinforcement shall conform to the requirements of Section 505 of the Standard Specifications except as hereinafter modified under Section 709.

Concrete placed in the joint shall be Class 4000-3/4 conforming to Section 504.

Grout for pressure grouting existing armored corners shall be Niklepoxy concrete injection resin Product No. 3 or approved equal.

Construction - Expeosed concrete surfaces shall be blast cleaned and coated with an epoxy bonding agent prior to placement of concrete.

All joint seals shall be full length of the joints and may not be spliced.

Steel joint members shall have not more than two field splices. The field splices shall be welded.

Welding shall be in conformance with subsection 510.41 of the Standard Specifications, except inspection of welds will be visual. Before welding new steel members to existing members, the steel surfaces shall be cleaned of all paint, epoxy, oil, grease and all other deleterious elements. The surface of existing steel member shall be ground flush where necessary to furnish complete contact with new steel members.

Joint seals shall be installed in the manner and with lubricant/adhesives, if any as recommended by the manufacturer.

Painting - All new exposed steel shall be painted as follows:

Formula	No. of Coats	Thickness (mils)
Zinc chromate primer Federal Spec. TT-P-645	1	2
Gray Finish 310-74	2	3

Existing armored corner joints as shown in Detail A on Drg. No. 40351 shall be pressure grouted with epoxy grout after all welding on the joint has been completed.

Measurement - Expansion joints will be measured on a lienar foot basis to the nearest 0.1 foot with measurement being along the surface of the joint from face to face of curbs or parapets.

Repair of spalled concrete and grouting of armored corners as shown in Detail 4 and Detail A on Drg. No. 40351 will be measured on the linear foot basis to the nearest 0.1 foot along the repaired length of each joint face.

Epoxy grout material will be measured by volume in units of gallons to the nearest gallon of material incorporated in the work.

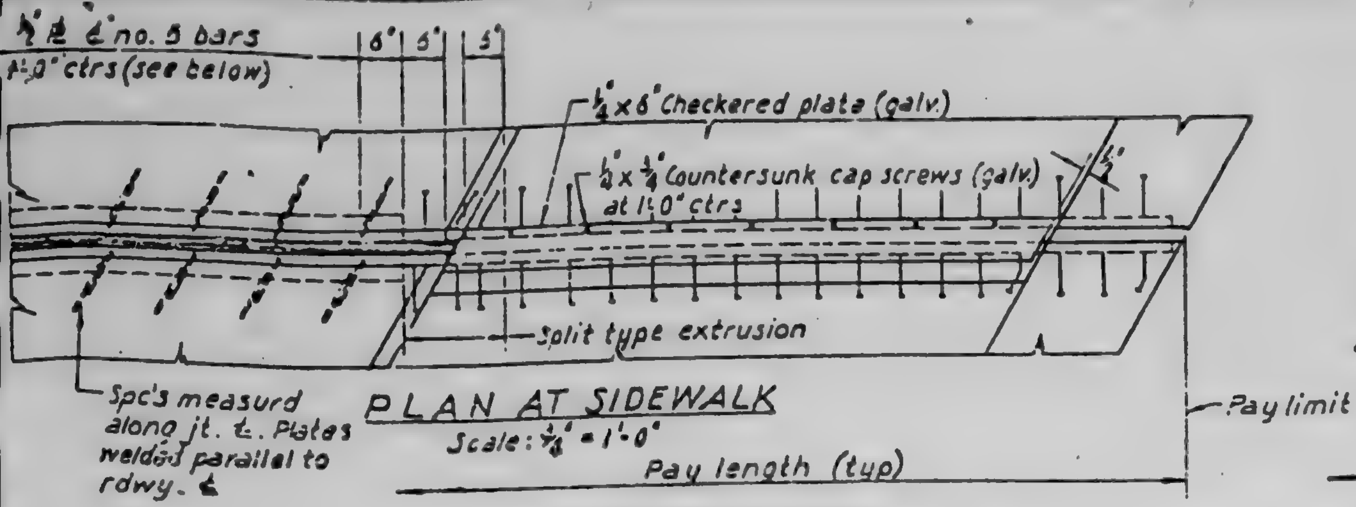
Payment - Payment for reconstructing and replacing expansion joints will be made at the contract unit price per linear foot for the following items:

(a) Joint Repair with strip Seal, Type 1
(b) Joint Repair with Strip Seal, Type 2
(c) Joint Repair, Type 3
(d) Joint Repair with Compression Joint Seal
(e) Compression Joint Seal
(f) Concrete Joint Repair
(g) Grouting Armored Corners
(h) Epoxy Grout Materials

Item (a) will apply to joints repaired as detailed in Detail 1 on Drg. No. 40351, including strip seals.

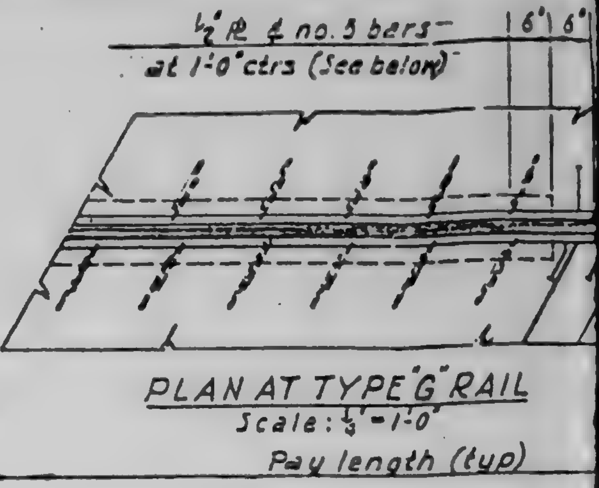
Item (b) will apply to joints repaired as detailed in Detail 2 on Drg. No. 40351, including strip seals.

Item (c) will apply to joints repaired as detailed in Detail 3 on Drg. No. 40351, including compression joint seals.



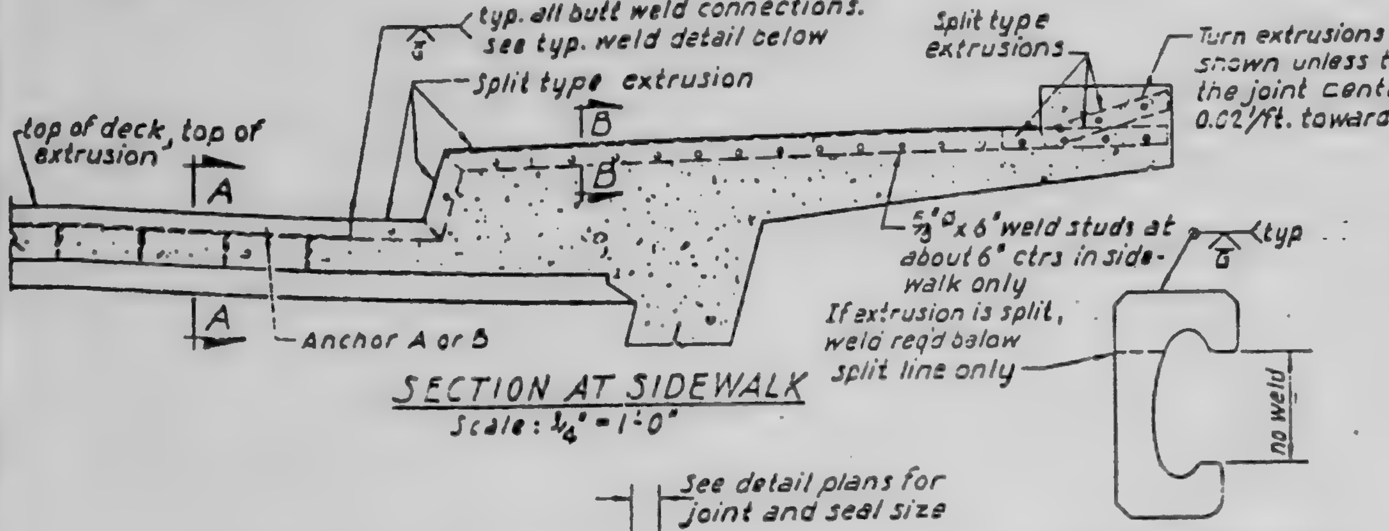
½" ℞ ¢ no. 5 bars
1'-0" ctrs (see below)
6" 5" 5"
¼"x 6" Checkered plate (galv.)
½"x ¾" Countersunk cap screws (galv.) at 1'-0" ctrs
½"
Split type extrusion
Spc's measurd along jt. ¢. Plates welded parallel to rdwy. ¢
Pay limit
Pay length (typ)

PLAN AT SIDEWALK
Scale: ¼" = 1'-0"



½" ℞ ¢ no. 5 bars
at 1'-0" ctrs (See below)
6" 6"
Pay length (typ)

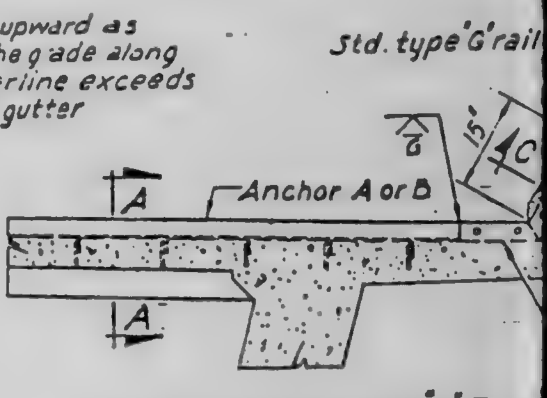
PLAN AT TYPE "G" RAIL
Scale: ⅛" = 1'-0"



typ. all butt weld connections. see typ. weld detail below
Split type extrusion
Split type extrusions
Turn extrusions upward as shown unless the grade along the joint centerline exceeds 0.02'/ft. toward gutter
top of deck, top of extrusion
A
B
B
A
⅝"∅ x 6" weld studs at about 6" ctrs in sidewalk only
typ
If extrusion is split, weld req'd below split line only
no weld
Anchor A or B

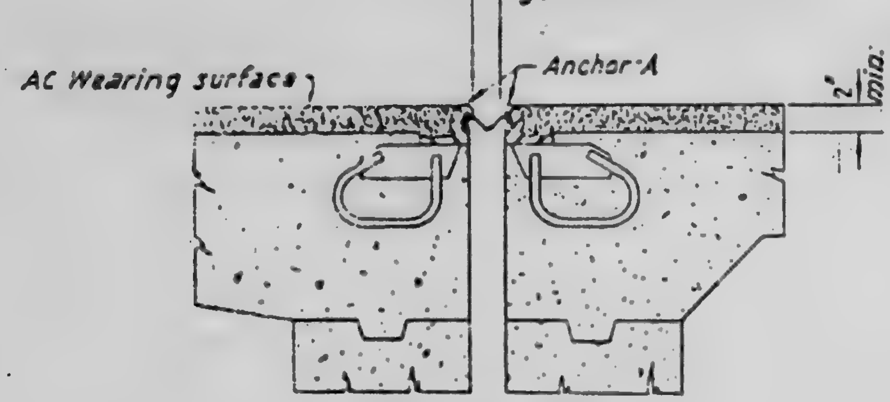
SECTION AT SIDEWALK
Scale: ¼" = 1'-0"

TYP. WELD DETAIL



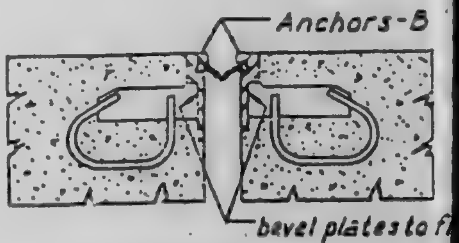
Std. type "G" rail
Anchor A or B
A
A
15"

SECTION AT TYPE "G" RAIL
Scale: ⅛" = 1'-0"



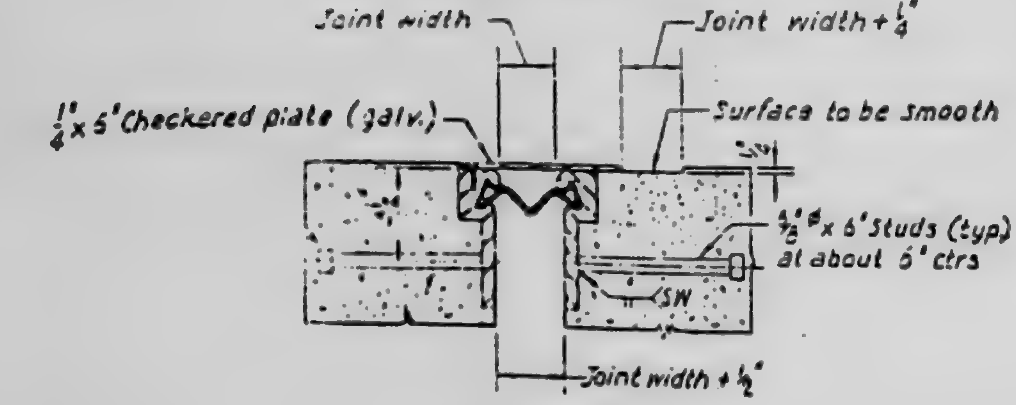
See detail plans for joint and seal size
Anchor-A
AC Wearing surface
2" min.

SECTION A-A
ACWS EACH SIDE OF JOINT
Scale: 1½" = 1'-0"



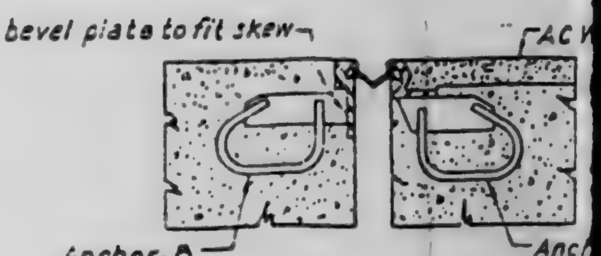
Anchors-B
bevel plates to fi

SECTION A-A
CONCRETE EACH SIDE OF JO
Scale: 1½" = 1'-0"



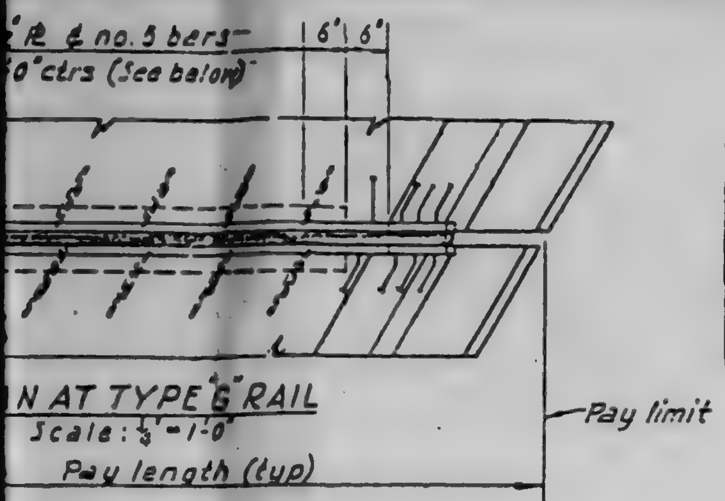
Joint width
Joint width + ¼"
¼"x 5" Checkered plate (galv.)
Surface to be smooth
⅜"∅ x 6" Studs (typ) at about 6" ctrs
SW
Joint width + ½"

SECTION B-B
Scale: 3" = 1'-0"

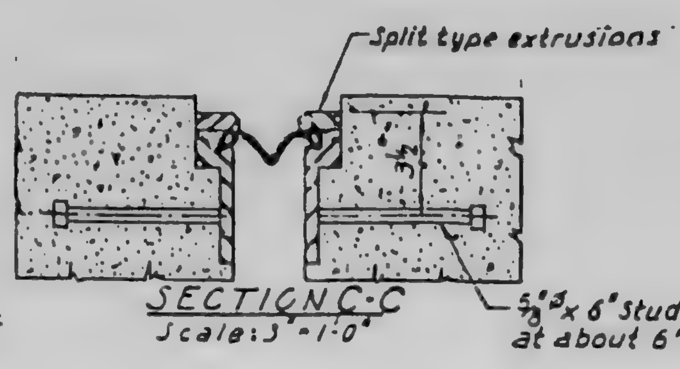


bevel plate to fit skew
AC
Anchor-B
Anch

SECTION A-A
ACWS ONE SIDE OF JOINT ONLY
Scale: 1½" = 1'-0"


£ no.5 bars
0" ctrs (See below)
6" 6"
Pay limit
Pay length (typ)

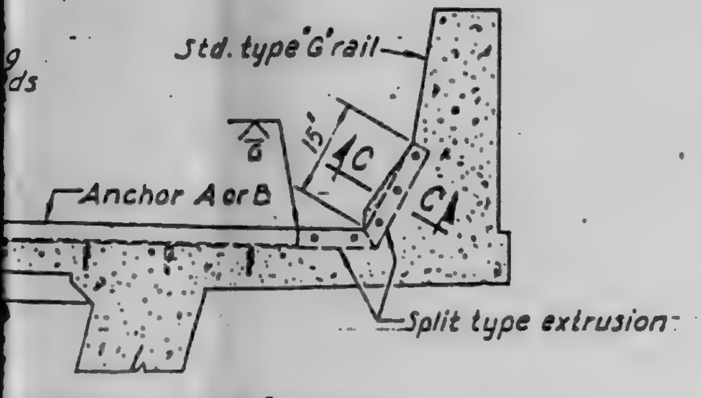
N AT TYPE "G" RAIL
Scale: ½" = 1'-0"


Split type extrusions
3½"
⅝"ø x 6" Studs (typ) at about 6" ctrs

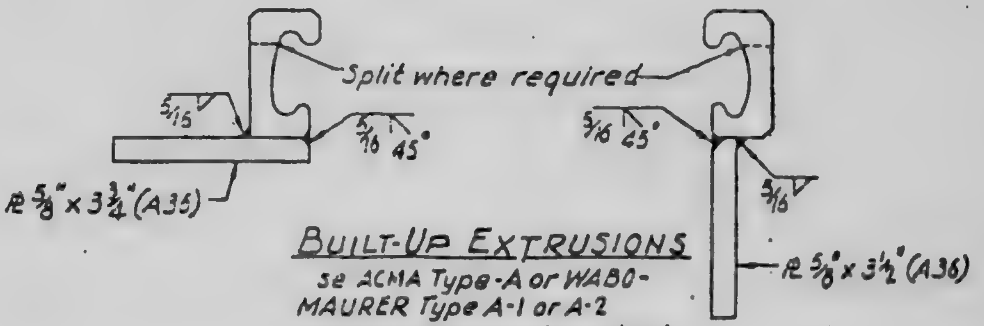
SECTION C-C
Scale: 3" = 1'-0"

NOTE
THE SCALE OF THIS PRINT IS ½ THAT OF THE ORIGINAL DRWG
FOR EXAMPLE:
INDICATED SCALE 2" = 1'-0"
SHOULD BE READ 1" = 1'-0".
INDICATED SCALE 1" = 10'-0"
SHOULD BE READ 1" = 20'-0"

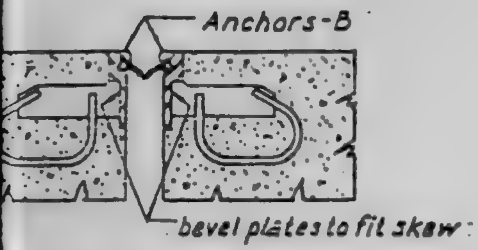
NOTE
The joint shall be ACME STRIP SEAL, WABO MAURER STRIP SEAL or approved equal. The strip seal shall be furnished and installed in one continuous piece. Seal size shown on detail plans.
The pay length for the strip seal shall be the horizontal length of the deck joint unless shown otherwise on the detail plans


g
ds
Std. type "G" rail
Anchor A or B
C
C
15"
Split type extrusion

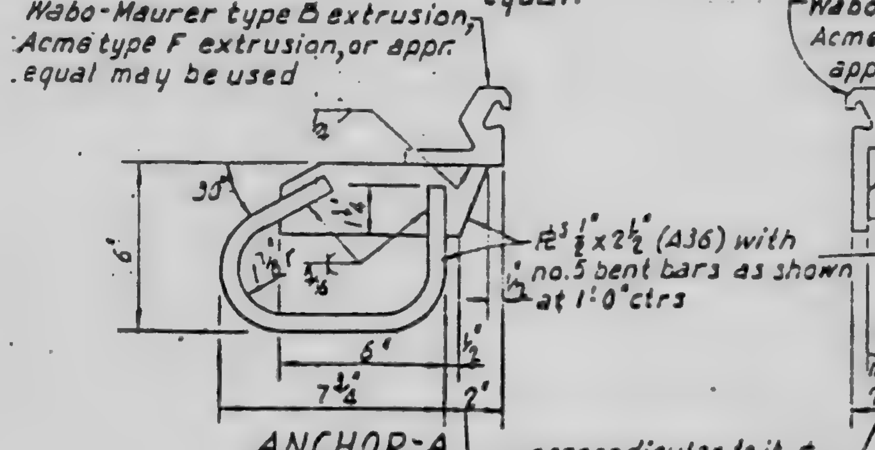
TION AT TYPE "G" RAIL
Scale: ½" = 1'-0"


Split where required
5/16
5/16 45°
5/16 45°
5/16
£ ⅝" x 3¾" (A36)
£ ⅝" x 3½" (A36)

BUILT-UP EXTRUSIONS
se ACMA Type-A or WABO-MAURER Type A-1 or A-2
D.S.Brown SS series, steel extrusions or approved equal.

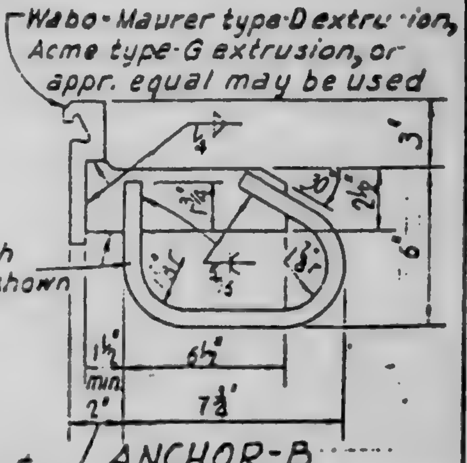

Anchors-B
bevel plates to fit skew

SECTION A-A
CONCRETE EACH SIDE OF JOINT
Scale: 1½" = 1'-0"

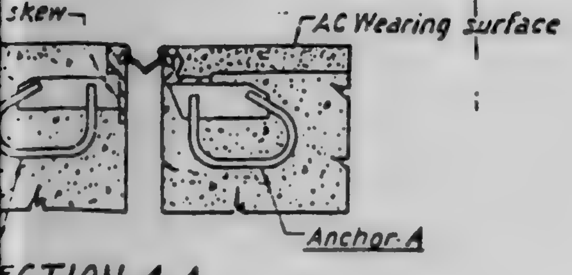

Wabo-Maurer type B extrusion, Acme type F extrusion, or appr. equal may be used
¼
30°
6"
1½"r
3⅛
¼
£ 3 ½" x 2½" (A36) with no.5 bent bars as shown at 1'-0" ctrs
6"
7¼"
1½"
2"

ANCHOR-A

perpendicular to jt. ℄


Wabo-Maurer type D extrusion, Acme type G extrusion, or appr. equal may be used
¼
3"
30°
2½"
6"
3/16
1½"r
1½" min.
6½"
2"
7¾"

ANCHOR-B


skew
AC Wearing surface
Anchor-A

ECTION A-A
W/S ONE SIDE OF JOINT ONLY
cale: 1½" = 1'-0"

APPROVED: Walter J. Hart
BRIDGE ENGINEER
DESIGNED R. L. Malcom
DRAWN J. Hardin
CHECKED
REVIEWED L. M. Tindall
REVIEWED L. L. Wallace
CALC. BOOK

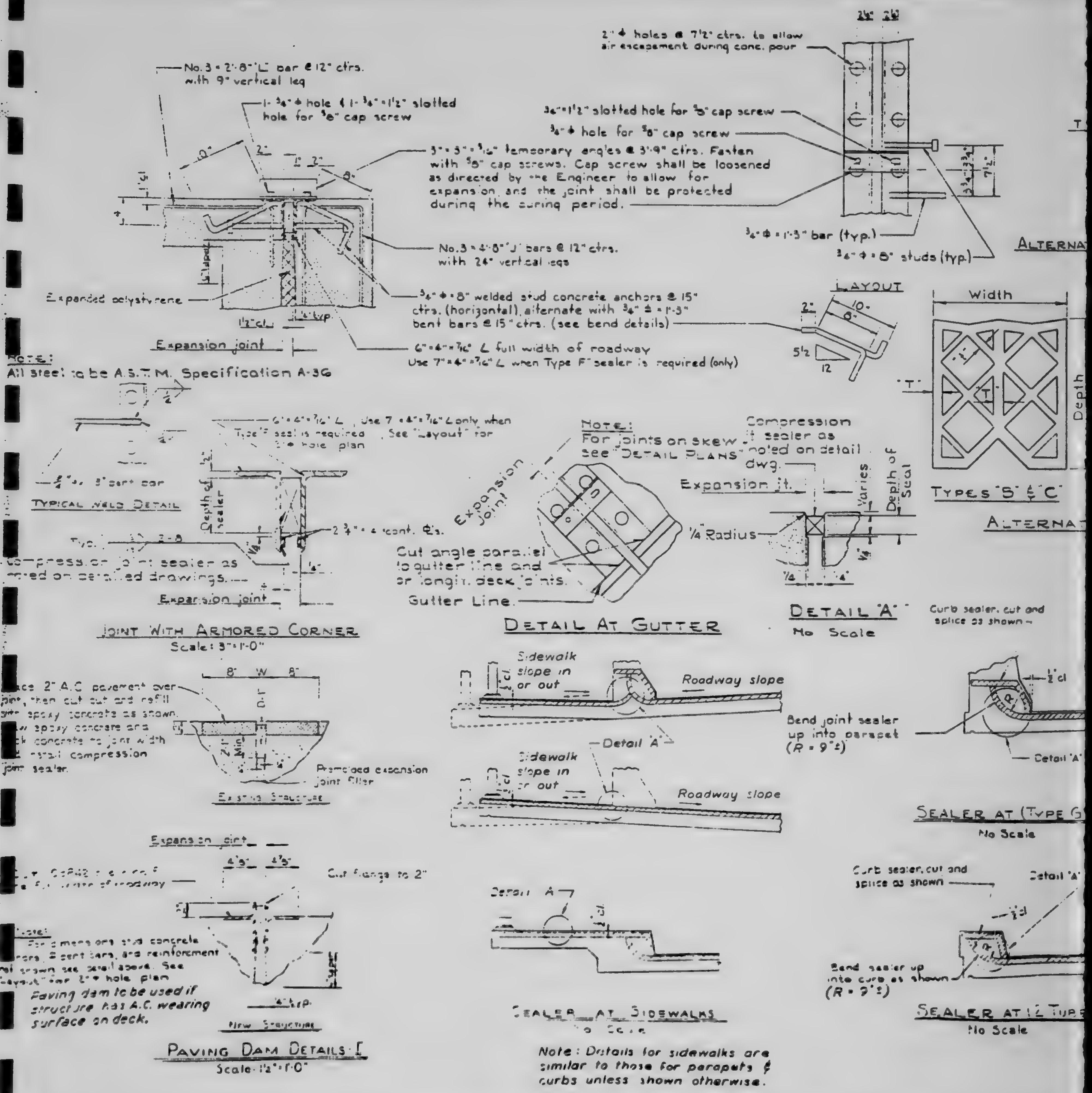
DATE	REVISION
2-27-77	Pay length limits
9-2-80	Redrawn
6-9-82	Extrusion added

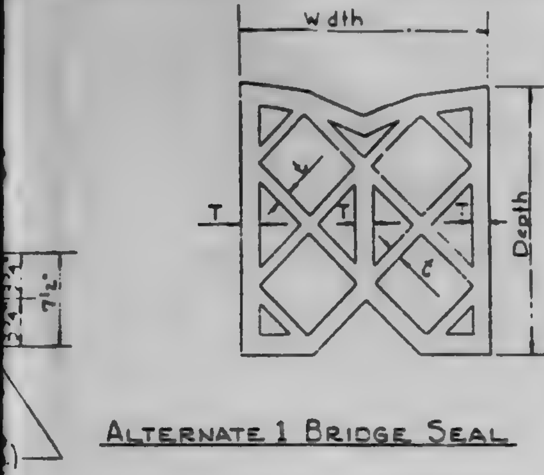
OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

STANDARD
STRIP SEAL DETAILS

GENERAL DETAILS

DATE Oct. 1976
BRIDGE NO.
SHEET 1 OF 1
DRAWING NO. 31600

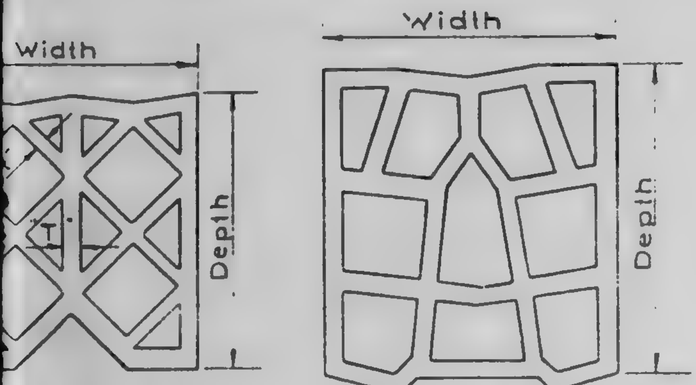

No.3 × 2'-8" "L" bar @ 12" ctrs. with 9" vertical leg
1-3/4" ϕ hole & 1-3/4" × 1 1/2" slotted hole for 5/8" cap screw
3" × 3" × 5/16" temporary angles @ 3'-9" ctrs. Fasten with 5/8" cap screws. Cap screw shall be loosened as directed by the Engineer to allow for expansion and the joint shall be protected during the curing period.
No.3 × 4'-8" "J" bars @ 12" ctrs. with 24" vertical legs
Expanded polystyrene
3/4" ϕ × 8" welded stud concrete anchors @ 15" ctrs. (horizontal), alternate with 3/4" ϕ × 1'-3" bent bars @ 15" ctrs. (see bend details)
6" × 4" × 7/16" ∠ full width of roadway
Use 7" × 4" × 7/16" ∠ when Type F sealer is required (only)
Expansion joint
Note:
All steel to be A.S.T.M. Specification A-36
2" ϕ holes @ 7 1/2" ctrs. to allow air escapement during conc. pour
3/4" × 1 1/2" slotted hole for 5/8" cap screw
3/4" ϕ hole for 5/8" cap screw
3/4" ϕ × 1'-3" bar (typ.)
3/4" ϕ × 8" studs (typ.)
ALTERNAT
Layout
2" 10" 8" 5 1/2 12
Width
Depth
"T"
Types "S" & "C"
ALTERNAT
Typical weld detail
6" × 4" × 7/16" ∠, Use 7" × 4" × 7/16" ∠ only when Type F seal is required. See "Layout" for 2" ϕ hole plan
Depth of sealer
2 3/4" × 1/4" cont. ℄s.
Compression joint sealer as noted on detailed drawings.
Expansion joint
Joint With Armored Corner
Scale: 3" = 1'-0"
Note:
For joints on skew see "Detail Plans"
Expansion joint
Cut angle parallel to gutter line and or longit. deck joints.
Gutter Line.
Detail At Gutter
Compression jt. sealer as noted on detail dwg.
Expansion jt.
Varies
Depth of Seal
1/4" Radius
Detail "A"
No Scale
Curb sealer, cut and splice as shown
Place 2" A.C. pavement over joint, then cut out and refill with epoxy concrete as shown. Saw epoxy concrete and block concrete to joint width & install compression joint sealer.
8" W 8"
Premolded expansion joint filler
Existing Structure
Sidewalk slope in or out
Roadway slope
Detail "A"
Bend joint sealer up into parapet (R = 9"±)
Detail "A"
Sealer at (Type G
No Scale
Expansion joint
Cut flange to 2"
Full width of roadway
Note:
For dimensions stud concrete anchors, ϕ bent bars, and reinforcement not shown see detail above. See "Layout" for 2" ϕ hole plan
Paving dam to be used if structure has A.C. wearing surface on deck.
New Structure
Paving Dam Details I
Scale: 1 1/2" = 1'-0"
Detail A
Sealer at Sidewalks
No Scale
Note: Details for sidewalks are similar to those for parapets & curbs unless shown otherwise.
Curb sealer, cut and splice as shown
Detail "A"
Bend sealer up into curb as shown (R = 9"±)
Sealer at 12 Type
No Scale



ALTERNATE 1 BRIDGE SEAL

NOTE
THE SCALE OF THIS PRINT IS APPROXIMATELY 45% OF THE ORIGINAL DRAWING
DO NOT SCALE

DIMENSIONS FOR ALTERNATE 1 BRIDGE SEAL				
TYPE	WIDTH	DEPTH	THICKNESS T	t
B	1¾" +0.156" −0.063"	2" ±0.062"	⅛" +0.031" −0.016"	3/32" [illegible]
C	2" +0.156" −0.063"	2¼" ±0.062"	⅛" +0.031" −0.016"	3/32" [illegible]
D	2½" +0.218" −0.088"	2¾" +0.187" −0.109"	3/16" +0.032" −0.016"	3/32" +0.032" −0.016"
E	3" +0.250" −0.101"	3 13/32" ±0.875"	3/16" +0.047" −0.016"	⅛" +0.032" −0.016"
F	4" +0.313" −0.127"	4 23/32" ±0.250"	¼" +0.047" −0.032"	3/16" +0.032" −0.016"



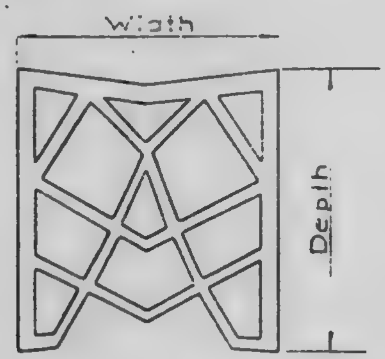
TYPES "B" & "C"

TYPES D, E & F

ALTERNATE 2 BRIDGE SEAL

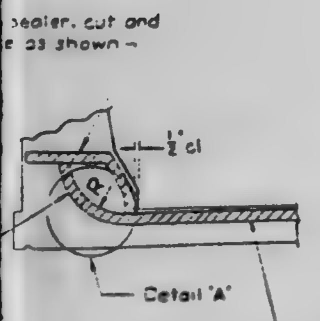
DIMENSIONS FOR ALTERNATE 2 BRIDGE SEAL				
TYPE	WIDTH	DEPTH	THICKNESS, NOTE 3	
B	1¾ −0.156 −0.063"	1¾ ±0.062"	5/64	5/64
C	2" −0.156 −0.063"	2" ±0.062"	3/32"	3/32"
			JOINT LIMITS MIN., NOTE 1	MAX., NOTE 2
D	2½ +0.1875 −0.00"	2⅝ ±0.125"		2⅛
E	3 +0.375 −0.00"	3¼ ±0.375"	1½	2½
F	4 +0.250 −0.00"	4⅜ ±0.375	1½	3⅜

NOTE
1. Minimum dimension: Force shall not exceed 50 lbs per linear inch.
2. Maximum dimension: Force shall not be less than 10 lbs per linear inch.
3. Web and shell tolerance not needed as Force-Deflection criterion assures tolerances within parameter of Movement Category.

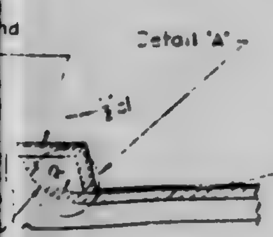


ALTERNATE 3 BRIDGE SEAL

DIMENSIONS FOR ALTERNATE 3 BRIDGE SEAL				
TYPE	SEAL SIZE		GROOVE WIDTH.	
	Width	Depth	Min. (Note 1)	Max. (Note 2)
B	1¾	2"	.687"	1.487"
C	2"	2"	.875"	1.70
D	2½"	2¼"	1.00"	2.125"
E	3"	3⅜"	1.125"	2.55"
F	4"	4⅜"	1.625"	3.40"

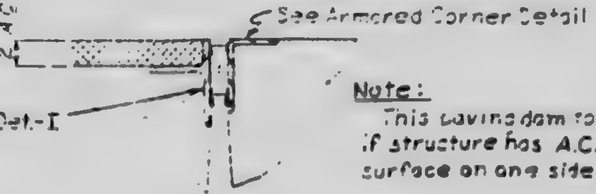


...LER AT (TYPE G) PARAPET
No Scale



–Only continous full length strips of sealer shall be used across the roadway

...LER AT (2 TUBE) CURB
No Scale



Note:
This paving dam to be used if structure has A.C. wearing surface on one side only.

PAVING DAM DETAILS-II

DATE	REVISION	DATE	REVISION
[illegible]	Note Revision	[illegible]	Weld Option.
[illegible]	Sealer at sidewalks	[illegible]	Detail 'A'
[illegible]	added note	[illegible]	Alternate 2 Bridge Seal
[illegible]	Curb, parapet, sw details	3-5-67	Joint Sealer Spec.
[illegible]	[illegible]	[illegible]	Dimensions
[illegible]	Armored corner	2-1-70	Alternate 2 Bridge Seal
[illegible]	Added Alt. #3 Seal		APPROVED:
[illegible]	Added Paving Dam Det. II		BRIDGE ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

STANDARD EXPANSION JOINT DETAIL

WITH AND WITHOUT ARMORED CORNERS

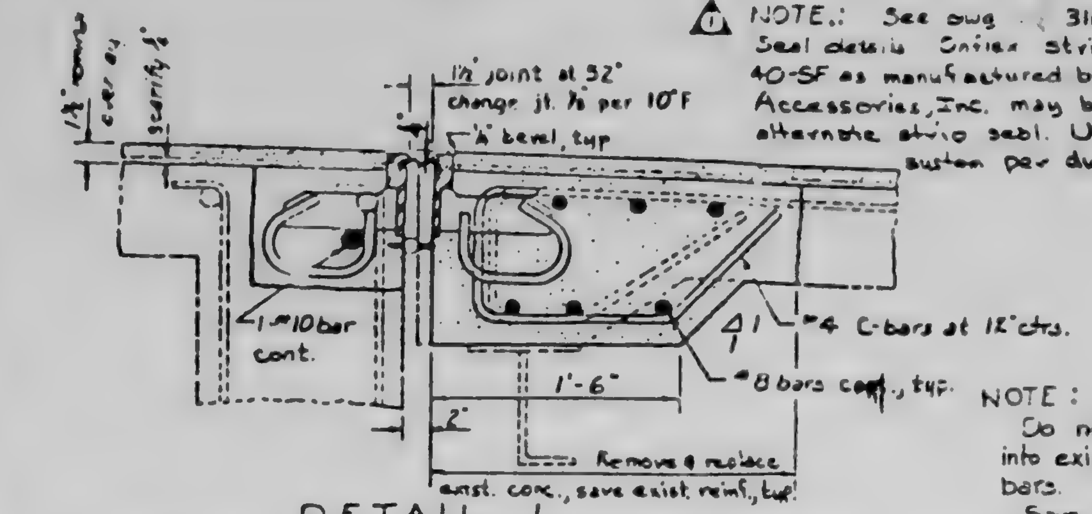
DATE April 7, 1967
SHEET OF
DESIGNED
DRAWN GDR
CHECKED
CALC. BOOK
DRAWING NO. STANDARD
DRAWING NO. 22570

-18V-200
...MPS SEC.

COMMISSION

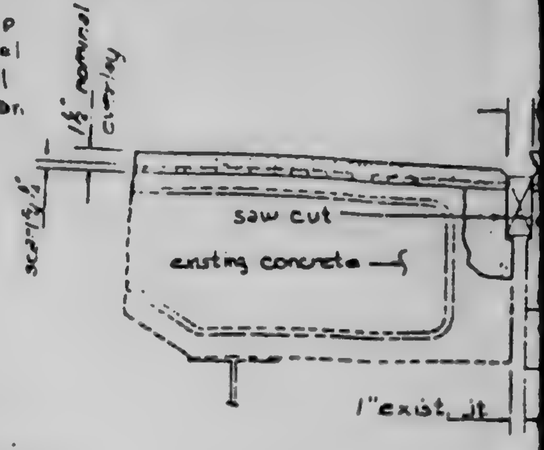
...S. Hunter

① NOTE.: See dwg. 31600 for Strip Seal details. Onflex strip seal model 40-SF as manufactured by Structural Accessories, Inc. may be used as an alternate strip seal. Use anchor system per dwg. 31600

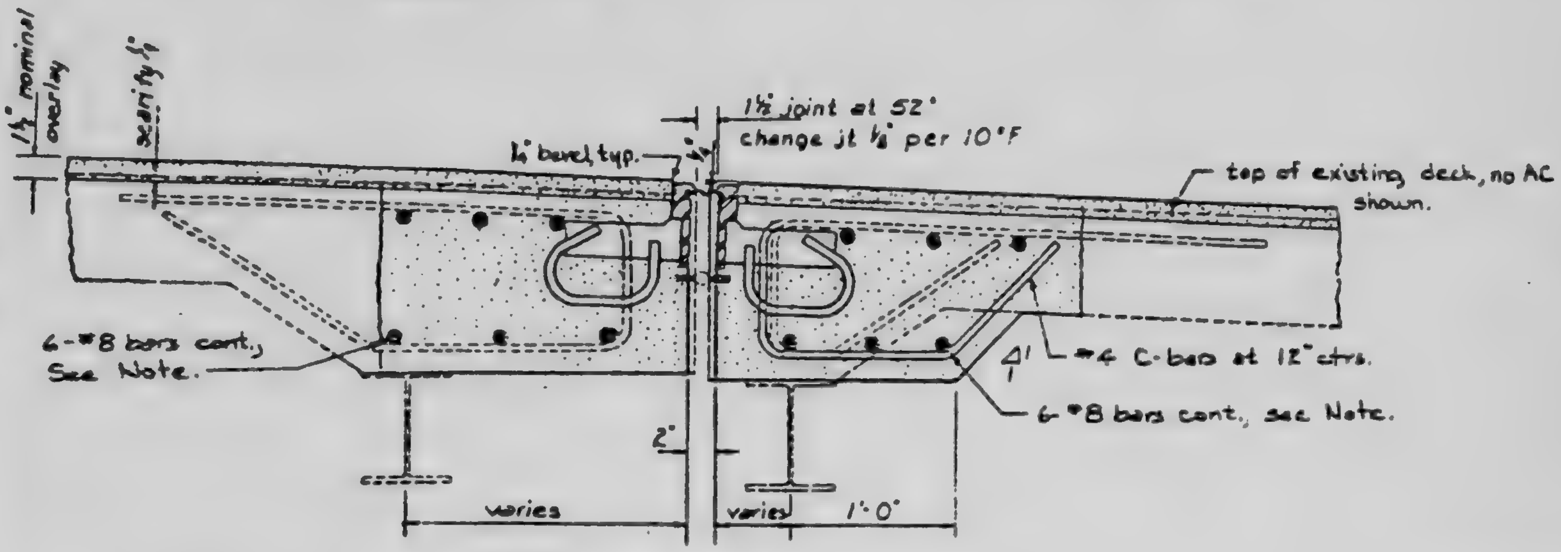

1½" nominal overlay
scarify ¼"
1½" joint at 52°
change jt. ⅛" per 10°F
½" bevel, typ
1-#10 bar cont.
#4 C-bars at 12" ctrs.
#8 bars cont., typ.
1'-6"
2"
Remove & replace exist. conc., save exist. reinf., typ.

DETAIL 1
JOINT REPLACEMENT WITH STRIP SEAL
Scale: 1½" = 1'-0"

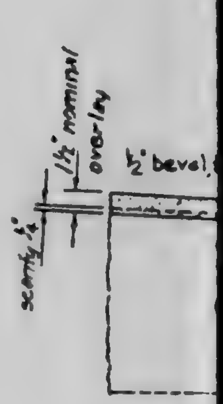
NOTE:
Do not saw cut into existing reinforcing bars.
Save existing reinf. bars when removing exist. concrete.


1½" nominal overlay
scarify ¼"
saw cut
existing concrete
1" exist. jt.

DETAIL
JOINT REPLACEMENT
Scale: 1½" =

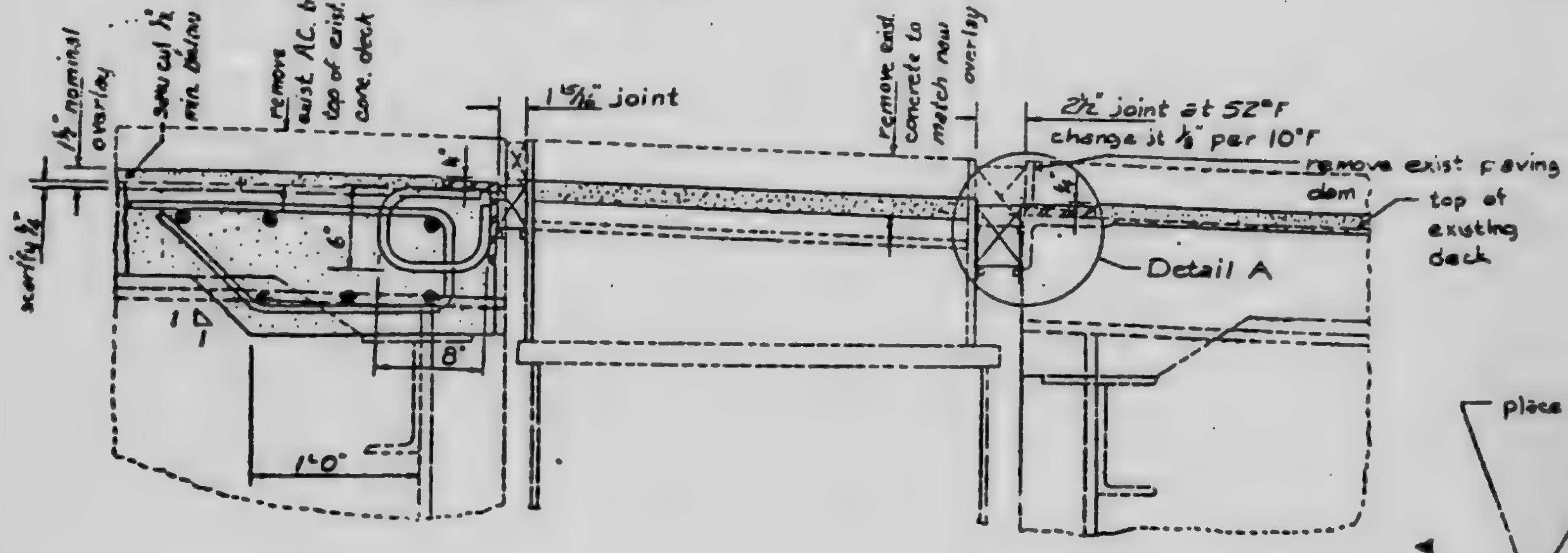

1½" nominal overlay
scarify ¼"
1½" joint at 52°
change jt ⅛" per 10°F
½" bevel typ.
top of existing deck, no AC shown.
6-#8 bars cont., See Note.
#4 C-bars at 12" ctrs.
6-#8 bars cont., see Note.
2"
varies
varies
1'-0"

DETAIL 2
JOINT REPLACEMENT WITH STRIP SEAL
Scale: 1½" = 1'-0"

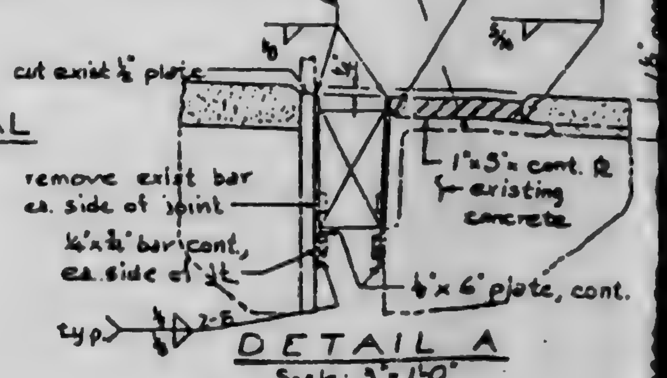

1½" nominal overlay
½" bevel
scarify ¼"

DE
JOINT REPLACEM
Scale

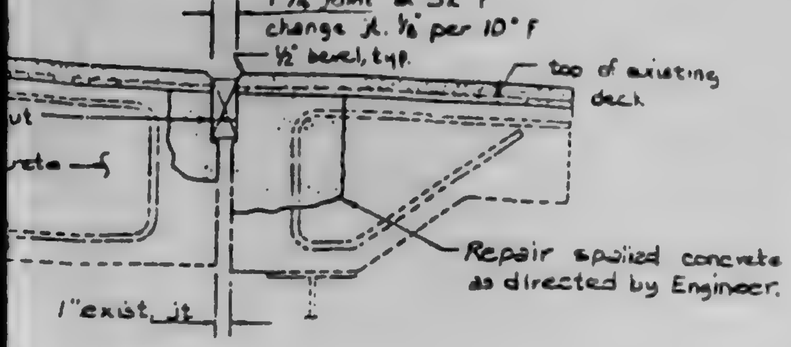
NO


1½" nominal overlay
saw cut ½" min. below
remove exist. AC. to top of exist. conc. deck
scarify ¼"
1⁵⁄₁₆" joint
remove exist. concrete to match new overlay
2½" joint at 52°F
change jt ⅛" per 10°F
remove exist paving dam
top of existing deck
Detail A
6"
8"
1'-0"

DETAIL 3
JOINT REPAIR WITH BRIDGE SEAL
Scale: 1½" = 1'-0"


place epoxy grout
5/16
5/16
cut exist ½" plate
remove exist bar ea. side of joint
½"x2" bar cont, ea. side of jt.
1"x5" cont. R
existing concrete
½"x6" plate, cont.
typ.
2-6

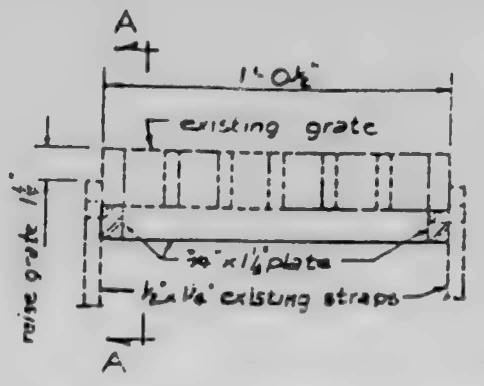
DETAIL A
Scale: 3" = 1'-0"


1 7/16" joint at 52° F
change jt. 1/8" per 10° F
1/2" bevel, typ.
top of existing deck
ut
rete
Repair spalled concrete as directed by Engineer.
1" exist. jt

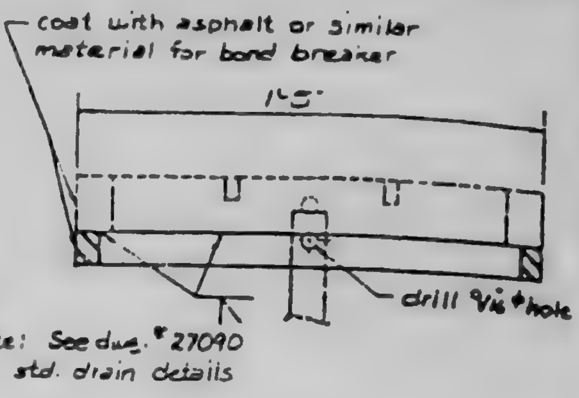
DETAIL 4

LACEMENT WITH BRIDGE SEAL

Scale: 1½" = 1'-0"


A
1'-0¼"
existing grate
raise grate 1¼"
3/8" x 1¼" plate
1/4" x 1¼" existing straps
A

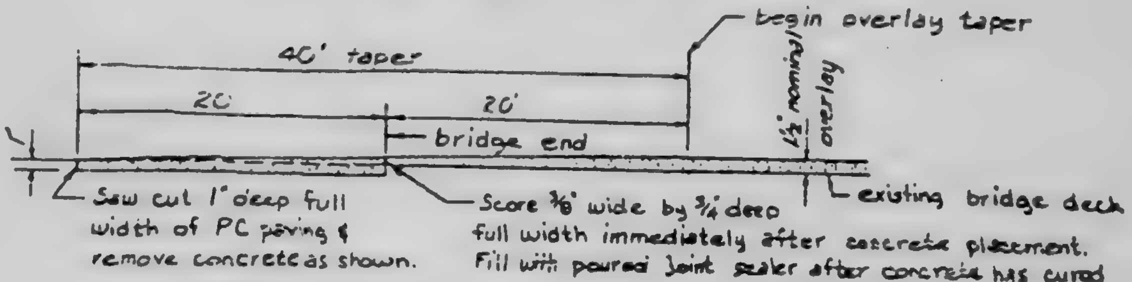
SECTION NORMAL TO CURB


coat with asphalt or similar material for bond breaker
1'-5"
drill 9/16" hole
Note: See dwg. # 27090 for std. drain details

SECTION A-A

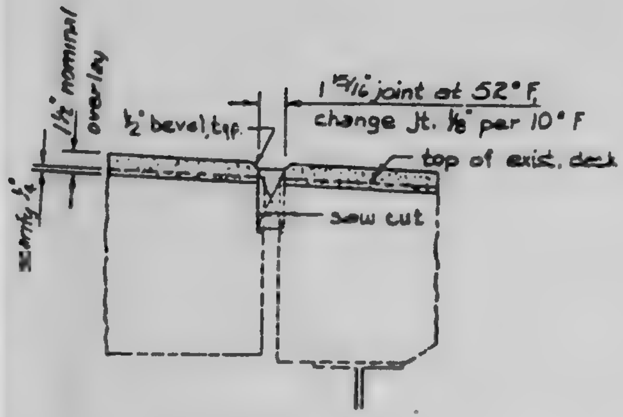
DECK DRAIN REVISIONS

Scale: 3" = 1'-0"


begin overlay taper
40' taper
20'
20'
bridge end
1½" nominal overlay
Saw cut 1" deep full width of PC paving & remove concrete as shown.
Score 3/8" wide by 3/4" deep full width immediately after concrete placement. Fill with poured joint sealer after concrete has cured.
existing bridge deck

NOTE: Location of beginning point of taper may be adjusted by the Engineer. Match taper in shoulder areas off bridge with AC paving as req'd.

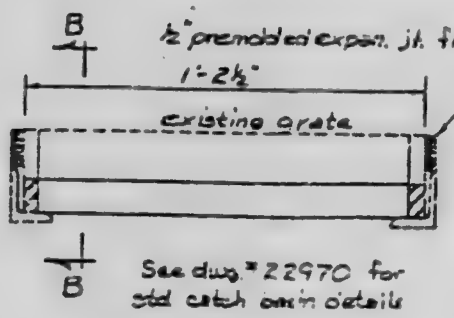
OVERLAY TAPER AT I-84 RAMP WITH PC PAVING

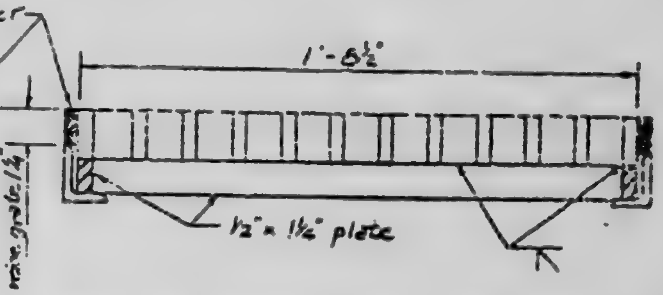

1½" nominal overlay
1 15/16" joint at 52° F
change jt. 1/8" per 10° F
1/2" bevel, typ.
top of exist. deck
scarify 1/4"
saw cut

DETAIL 5

REPLACEMENT WITH BRIDGE SEAL

Scale: 1½" = 1'-0"


B
1'-2½"
existing grate
B
See dwg. # 22970 for std catch basin details


1/2" premolded expan. jt. filler
1'-8½"
raise grate 1¼"
1/2" x 1½" plate

Note: Set modified grate in place and surround with 1/2" premolded expansion joint filler.

SECTION NORMAL TO CURB

SECTION B-B

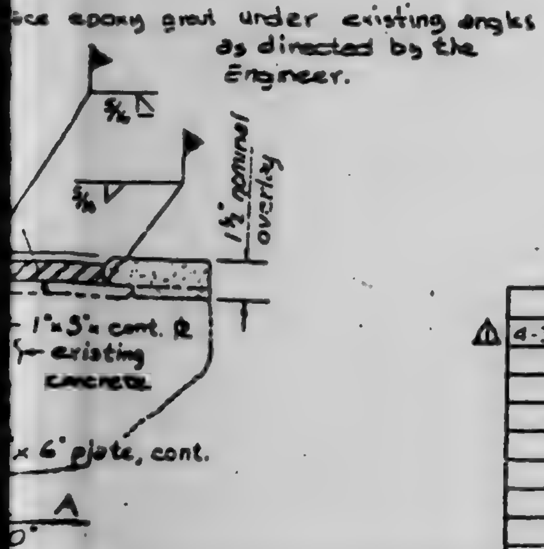
CATCH BASIN REVISIONS

Scale: 3" = 1'-0"

NOTE:

1. Splice top #8 transverse bars between steel beams. Splice bottom #8 transverse bars over steel beams.
2. Existing reinforcing bars to remain in place unless shown or noted otherwise

ying


ice epoxy grout under existing angles as directed by the Engineer.
5/16
5/16
1½" nominal overlay
1" x 5" x cont. ℞
existing concrete
x 6" plate, cont.
A
0"

NOTE
THE SCALE OF THIS PRINT IS ½ THAT OF THE ORIGINAL DRWG
FOR EXAMPLE:
INDICATED SCALE 3/4" = 1'-0"
SHOULD BE READ 3/8" = 1'-0".
INDICATED SCALE 1" = 10'-0"
SHOULD BE READ 1" = 20'-0"

	DATE	REVISION	BY
⚠1	4-30-85	Add note	GKB

APPROVED
PE
BRIDGE ENGINEER PE NO 1169
DESIGNED PE NO. 5246
G. H. BELLIN
DRAWN
CHECKED
OM Parent
REVIEWED
PE NO.
REVIEWED

OREGON DEPARTMENT OF TRANSPORTATION
BRIDGE DESIGN SECTION

BANFIELD INTERCHANGE
DECK OVERLAY

DETAILS

DATE January 1985 CALC. BOOK 2055 SHEET 3 OF 11
BRIDGE NO. 8588A & E-B DRAWING NO. 40351

.9729

DRAKE

DONALD M. DRAKE COMPANY
1740 NORTHWEST FLANDERS STREET
PORTLAND, OREGON
97209
CONTRACTORS / DEVELOPERS
503 226-3981

December 15, 1986

Mr. L. W. Rulien
Highway Engineer
Oregon State Highway Department
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Rulien:

Over the past several decades, the Donald M. Drake Company has, either by itself or in joint venture, constructed several hundred million dollars of the Oregon State Highway System. For the most part, this work has been a rewarding challenge, with good relations and mutual respect between the professionals in our organization and those with whom we have worked in the Department of Transportation.

In recent years projects have become more complex, primarily due to the concentration of work in the urban areas and the need to augment and/or remodel existing highway structures, on and off ramps, traffic lanes, etc. This, in turn, has given rise to more design problems and a more frequent need for additional design input, clarifications, and/or instructions during the course of the work to satisfy the Department's intent for the project, particularly when aspects of their intent were not clearly called out on the drawings or specifications. The procedures established by the Department for handling changes, due to the constraints placed on their field personnel, have had a serious adverse impact on many contractors working on these types of contracts. Many of these changes are probably inevitable and sometimes beyond the control of the Department as a result of their attempts to accommodate the changing opinions of various public interest groups. The real point of the meeting I have requested with you is to explore better ways of handling changes and owner-caused delays during the course of the project and a speedier, yet equitable, resolution of disputes as they arise.

I believe the Greeley contract, which we have recently completed, is a good case study of the problems contractors are encountering and the urgent need for a more efficient way of handling the design and information flow precipitated by required changes in the contract subsequent to contract award.

It is my firm belief that the lessons that could be learned by the State from an unbiased review of the factors giving rise to the Donald M. Drake Company claim regarding the Greeley job could yield the following benefits to the public:

1. more value for the dollar through reduced impact and delay costs resulting from changes;

2. public use of the facility at an earlier date than would otherwise be the case; and

3. more competitive bids, as more contractors would remain in the heavy/highway business if they knew they would receive equitable treatment, when and if a contract awarded to them was subject to significant changes.

I sincerely believe that, if a project reaches the stage that the Greeley project now has, a form of mediation may be the quickest, most practical, and therefore most equitable way to resolve the problem. It permits the personnel from both the State and the Contractor, most familiar with the project, to work towards resolution while memories are comparatively fresh and while personnel are more apt to be available than could be the case two or three years later, if litigation were the only alternative.

I am enclosing an article written by Hal Yogler, president of Mediation Masters, Inc., in Los Angeles, and a copy of Interim Rules for Submission of Cases to Mediation prepared by the American Intermediation Service for your information.

I hope that, upon review of this letter and the material accompanying the letter, you will agree with me that mediation may be not only an excellent way to resolve the Greeley claim, but to also give the State an insight into how they can improve upon their own construction management obligations. My recommendation is predicated upon reaching an agreement on a knowledgeable mediator and the attendance during the mediation process of either you or Pat Schwartz and either me or Peter Ebert, Executive Vice President. Of course, the major burden of carrying the issues and facts to the mediator would be done through our project personnel. Although the mediator would be charged with the equitable resolution of the matter, the side benefit and longer lasting benefits could come through whatever changes and contractor/Oregon Department of Transportation procedures might be adopted to mitigate, circumvent, or decrease the type of problems encountered on the Greeley project.

Our organization is continually searching for ways to improve our own performance, and we would expect to benefit from this process also.

There is one thing for certain, if the Department is willing to experiment with mediation on this initial case, it will be in a far better position to determine whether, philosophically, mediation will present a viable alternative to litigation for future projects that result in a claim.

Our claim is being submitted under separate cover and, while I do not expect you to comment on the merits of our claim at this time, I would hope that within the next ten days the Department can make a determination as to whether it is willing to resolve this claim through the mediation process.

Yours very truly,

DONALD M. DRAKE COMPANY

Franklin G. Drake
President

FGD:am

enclosures

9721

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-IX-5-6(102)303

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00090

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
DEC 16 '86
REFER TO
Potter

7. DATE AUTHORIZATION EFFECTIVE November 4, 1986

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER 1

10. GENERAL LOCATION:
Greeley Avenue Connection to I-5

11. GENERAL DESCRIPTION OF WORK
Sign illumination work

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON A XXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 11/4/86 as requested in Mr. Fredrickson's letter of 12/8/86 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 14 is approved to a TEC of $1,800; Federal Funds $1,659.

14. DATE 12/15/86

15. SIGNATURE OF APPROVING OFFICIAL G.K. H

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9729

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 10, 1986

In Reply Refer to
File No.:
CON 5
9729

Donald M. Drake Co.
1740 NW Flanders St.
Portland, OR 97209

Re: Time Extension Request
Greeley Avenue Connection to I-5
Contract No. 9729
FAP No. IR-IX-5-6(102)303

This is our third response to your various letters and requests concerning contract time on the above project. The following is a listing of some of the relevant correspondence:

ITEM	DATE	REMARKS
DMD Letter 219-398	11-5-85	Time delays. Walls 'A & B', 160 CD; Wall 'C', 86 CD; Wall 'C', 124 CD; Latex Paving, 145 CD; and Joint Repair, 145 CD. Some are concurrent. Total delay is 75 CD.
DMD Letter 219-415	11-25-85	Time extension request. Requests 154 CD time extension for walls 'A', 'B'and 'C' and winter shutdown for time count.
OSHD Letter	12-24-85	Grants 65 CD time extension for Wall 'C'.
OSHD Letter	4-1-86	Grants 58 CD time extension for Walls 'A', 'B', and 'D'.
DMD Letter 219-523	7-7-86	Submits schedule update. Claims delays of 86 CD, Wall 'C'; 236 CD, Walls 'A' and 'B'; 315 CD, Wall 'D'; 380 CD latex concrete and related; and an unspecified amount of resulting delay to contract work. Total net time claimed is 200 CD.
DMD Letter 219-532	7-28-86	Submits time extension request. References DMD letter 219-523.

Our previous responses of December 24, 1985, and April 1, 1986, granted additional contract time for the changes made to Walls 'A', 'B', 'C' and 'D', and deferred action on your request for additional contract time for the latex modified concrete and joint repair work.

This letter will address your request for additional contract time for the LMC and joint repair work and will review the time previously granted for wall construction changes.

A. LMC and Joint Repair Work:

A thorough review of the project records indicates that this work was delayed due to the following reasons:

I. Failure to prosecute Stage I work on PCC pavement work between "C" stations 305 and 315 in a timely manner. This work was not started until you revised your schedule to start work with the stage 5 LMC overlay.

II. Failure to pursue Broadway off or "E^2" line work as per plan staging.

III. Failure to perform PCC pavement work between "L" stations 345 and 353 in a timely manner. This work was allowed to slide on the schedule from 1984 to June, 1985. This work was not completed until August, 1985, when State 5 LMC overlay work began.

IV. The excavation of some 1,000 cubic yards of material and repairs to transverse joints on I-5 were not the cause of LMC paving delays. It is apparent from your original schedule that LMC paving in stages 4 through 6 would take six months. It was necessary that this work commence by April 1, 1985, in order to meet the November 12, 1985, completion date.

It is apparent from the above items that you lost control of the Critical Path Schedule for work on I-5 by your own action or inaction.

V. The joint repair work done under Extra Work Order No. 21 and No. 22 occurred during three work periods of about two to three weeks each. This work could proceed concurrently with some of the LMC overlay work. In addition, the time required to perform this work was also offset by the deletion of LMC overlay work on I-5 from Station "L" 335 and 340.

In conclusion, no adjustment of contract time is warranted for item A, LMC and joint repair work.

B. Wall Construction Changes:

Two time extensions have been granted in the total amount of 123 additional calendar days of contract time due to the changes made in wall construction. We are now able to evaluate the weather aspects of these design changes.

A review of weather records for the 1985-86 winter (November-March) indicates a relatively mild winter was experienced. However, we do agree that productivity is reduced during these months. Our review indicates that this should equate to no more than an additional 62 calendar days of contract time and that amount of additional time is granted.

In summary, no adjustment of contract time is allowed for item 'A', LMC and joint repair work, and a contract item adjustment of an additional 62 calendar days is granted for item 'B' to account for the seasonal impacts of the wall redesign. The adjusted contract time of completion of this contract is 935 calendar days. There remains 162 calendar days of liquidated damages under this contract.

Should you wish further review of this matter, or to submit additional data, please contact Project Manager Jerry Street.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc: C. O. Fredrickson
Al Harwood w/att.
Jerry Street w/att.
FHWA w/att.
Bruce Walton

STATE OF OREGON **INTEROFFICE MEMO**

TO: BRYANT JACKMOND
Contract Administration Engineer

DATE: October 6, 1986

FROM: Marion Craft
MARION CRAFT
Region 1 Construction Engineer

SUBJECT:

GREELEY AVENUE CONNECTION TO I-5
PACIFIC HWY
Contract No. 9729

Attached is a time extension request from the contractor, Donald M. Drake Company, and Jerry Street's analysis and recommendation.

The contractor's request is basically to be released of all liquidated damages. He lists two reasons for this request:

1. A request to review the two previous time extensions granted and to reconsider the effect of granting good weather days in the summer for not so good days in the winter.

2 The events surrounding the latex modified concrete placement and their effects on contract time.

This is very brief and a careful reading of the contractor's letters included as backup to the time extension is necessary.

Jerry Street's recommendation is to not grant any time for the latex modified concrete items, and to grant 62 days due to the wall revisions and the weather related results of those revisions. A thorough study of his analysis, listed in the attached notebook as "My Third Time Conclusions," is also necessary.

Al Harwood and I have reviewed these letters, requests, etc., from the contractor, and Jerry Street's analysis, and agree with Jerry's recommendation of 62 days due to weather related effects of the retaining wall revisions.

cc: Jerry Street

W. E. Schwartz -

I concur with Region and Project Manager and recommend a 62 C.D. time extension.

O. B. Jackmond

RECEIVED
OCT 07 1986
CONSTRUCTION SECTION

CE — CAE —
COE — OM —
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CA —
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EEO —
SPC — TC —
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FF FP
FILE —

128-1307

9727

N

19 OCT. '86
SIMON G. STANICH
5437 N.E. JESSUP ST.
PORTLAND, OR. 97218

FRED MILLER
DIRECTOR
DEPT OF TRANSPORTATION
9002 S.E. McLOUGHLIN BLVD
MILWAUKIE, OREGON —

RECEIVED
DOT DIRECTOR
OCT 28 '86
REFER TO
Bell
FOR

Info	Inves	R/D	D/R	Sign	Act	File
☒						

DEAR MR. MILLER,

I HAVE ENCLOSED A LETTER - I HAVE SENT TO MAYOR CLARK, THINKING HE WAS RESPONSIBLE FOR THE DIGNITARY LIST OF THE OPENING OF "THE RAMP" BUT FIND OUT THAT YOUR DEPT WAS!

Not enc. FM

IN THE FUTURE YOU SHOULD, DO A LITTLE RESEARCH FOR CORRECTNESS - THE PURPOSE, 13 YRS AGO, WAS TO BRING RELIEF TO THE OVERLOOK NEIGHBORHOOD & NOT TO HELP THE PORT OF PORTLAND, WHICH CAME IN ON THE COAT TAILS OF THE NEIGHBORHOOD! THE OPPOSITION ORIGINALLY WAS FROM THE PORT & IT TOOK A NUMBER OF YRS TO HAVE THEM COME AROUND, WHICH IS NOW CHANGING AGAIN AND AGAINST THE WISHES OF "THE SWAN ISLAND TASK FORCE". TO GET THE FACTS YOU NEED RESEARCH & RESEARCH TO BE CORRECT.
BETTER LUCK NEXT TIME.

FRED MILLER

19 Oct. '86
Simon G. Stanich
5437 NE Jessup St.
Portland, OR 97218

Fred Miller
Director
Dept. of Transportation
9002 SE McLoughlin Blvd.
Milwaukie, Oregon

Dear Mr. Miller

I have enclosed a letter I have sent to Mayor Clark thinking he was responsible for the dignitary list of this opening of "the ramp" but find out that your Department was!

In the future, you should do a little research for correctness--the purpose, 13 years ago, was to bring ___________ to the overlook neighborhood and not to help the Port of Portland which came in on the coat tails of the neighborhood! The opposition originally was from the port and it took a number of years to have them come around which is now changing again and against the wishes of the Swan Island Task Force! To get the _______ you need research and research to be correct. Better luck next time.

(Nothing enclosed)

Copied from original
fn

October 16, 1986 PUB

The Honorable Mike Burton
State Representative
6937 N. Fiske
Portland, OR 97203

I am sorry you were upset about arrangements for the Greeley Ramp opening. There was certainly no intent to downplay you or others who worked so hard to push this important project through to completion.

In planning the opening, the Port of Portland and ODOT staff decided the "showcase" portion of the event would be at Shenanigan's Restaurant--for several reasons.

First of all, the restaurant provided a pleasant atmosphere, and the noise and activity could be easily controlled. The anchor-cutting on the ramp was staged solely as a kick-off media event, built on the City of Portland's participation.

Both the project manager and the Portland Police expressed concern about having too many people at the base of the ramp where it merges with Greeley Avenue. For safety reasons, then, only members of the media were officially invited to the ramp.

As I said in my remarks in the restaurant, construction of the ramps would not have been possible without Representative Mike Burton's dedication and hard work with the neighborhood groups. I appreciate your support for the project and the valuable contribution you provided, and I said so at lunch--but after, I'm afraid, you had already left.

Again, I apologize for the disappointment you felt. I would be happy to discuss it further with you if you would like.

Fred D. Miller
Director

bc George Bell
Larry Rulien
Rick Kuehn
Mary Volm
GB: fn

MIKE BURTON
MULTNOMAH COUNTY
DISTRICT 17

REPLY TO ADDRESS INDICATED:
☐ House of Representatives
Salem, Oregon 97310-1347
☐ 6937 N Fiske
Portland, Oregon 97203

HOUSE OF REPRESENTATIVES
SALEM, OREGON
97310-1347

Oct 12, 1986

Fred D. Miller
Director, Department of Transportation
135 Transportation Bldg
Salem, Oregon 97310

Dear Dr. Miller,

I wish to express my dismay at the manner in which the opening of the "Going Street ramps" has been handled. As the State Representative for the district in which this project was done and which will have a significant effect on the area, I resent not being extended an invitation to attend the "ribbon cutting" ceremony on Oct 12. In fact I heard about this event through the newspaper, and my invitation to a celebration after the event came from the Port of Portland, not ODOT.

What is particularly galling is that I was involved in this project for many years, as neighborhood president and as a Metropolitan Service District councilor. Both the City of Portland and ODOT were reluctant partners in this effort, and to allow the current mayor to share in these events is misdirected.

I suggest that in future you may wish to think through such events to avoid the insult of the sort given me. I shall not soon forget.

Mike Burton
State Representative

R
DOT DIRECTOR
OCT 16 '86
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

discuss

RECEIVED
DOT DIRECTOR
OCT 14 '86
REFER TO
Bell
FOR
Info | Inves | R/D | D/R | Sign | Act | File

I-5/GREELEY AVENUE INTERCHANGE FACT SHEET

- The Greeley Ramps opening October, 1986, provide access to and from the south on I-5 and furnish a second I-5 access for the Swan Island and Mocks Landing industrial parks.

- The Oregon Dept. of Transportation project cost $8.7 million funded with Federal transportation dollars and State/Local dollars has been under construction for two years.

- ODOT estimates that this project will relieve about one-third of the traffic presently using Going Street as an access to and from Swan Island and Mocks Landing. The Greeley ramps will cause the I-5/Going Street Interchange and the Going Street/Interstate Avenue Intersection to function more smoothly.

- Development of Swan Island began in the 1950's and today covers about 600 acres and is the home of more than 100 companies employing some 7,500 area residents. The island is a healthy mix of manufacturing, light industry, trucking and distribution services. Port Center with 25 acres remaining to be developed is expected generate about 500 new jobs. Immediately adjacent to Swan Island and connected by an overcrossing is Mocks Landing Industrial Park which was opened in 1981. This 139-acre industrial park is expected to generate about 2,300 new jobs for the Portland area when fully developed. It gives Portand room to grow within the downtown core area--something believed to be unique among major U.S. cities.

- Swan Island and Mocks Landing continue to grow with the recent addition of Boise-Cascade, Gallo, Oregon Transfer and Wanke-Cascade.

- The ramps were a key recommendation of the 1975 Swan Island Transportation Study to construct a second major access to Swan Island without impacting residential neighborhoods in the Overlook area. In addition to this second access, almost $4 million has been spent to provide noise abatement along Going Street to alleviate the impact of truck and auto traffic through a residential neighborhood and housing relocation for impacted residents.

- This highway improvement is another ongoing commitment by the Port of Portland for further enhancement of their industrial properties.

Bothman
Ralen

FRED MILLER

-info
cp sent 10/14

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
CON 5
9729

DATE: September 4, 1986

TO: Oregon Transportation Commission

AGENDA
SEP 16 1986

FROM: Larry Rulien
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Greeley Avenue Connection to Interstate 5 Section
Pacific Highway, Multnomah County
Contract No. 9729

This federal-aid project is approximately 90 percent complete at this time and it now appears that the final cost will exceed the project authorization by $728,000 or 8.6 percent. The project involves construction of new ramps to connect Greeley Avenue southbound to I-5, and I-5 northbound to Greeley Avenue. The funding on the project is Interstate 4R with the City of Portland providing the match.

The increase in cost is primarily due to encountering unsuitable native materials and foundation conditions at the retaining wall locations. As a result, designs were changed so driven piles were provided for support at one wall. At two other wall locations unstable foundation material had to be excavated and replaced with select granular material. The native material available for filling behind the walls was unsuitable and had to be removed from the project and replaced with free draining granular material. Additional project cost attributable to the foundation conditions encountered is $228,000; the cost to replace the unsuitable fill material was $94,000.

The third major cost increase on the project is construction engineering. The overrun in engineering is the result of the time to complete increasing by about 50 percent. Also contributing to the overrun was the geotechnical investigation for, and the redesign of, the retaining wall foundations. The overrun in engineering is projected to be $427,000.

The other increased cost of the project attributable to overruns in contract quantity and minor change orders is typical of a large complex job, such as the subject project.

Form 734-3122

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $728,000 to a new total of $9,202,984.32. This matter will be on the consent calendar for the September 16 meeting.

cc: Fred Miller
Fran Neavoll ✓
C. O. Fredrickson
V. E. Skoog
R. A. Kuehn
George Bell

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction 378-6318

FILE: CON 5
9729

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: September 4, 1985

FROM: O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

NOTED
W. E. SCHWARTZ

SUBJECT: Request for Increase in Project Authorization
Greeley Avenue Connection to Interstate 5 Section
Pacific Highway, Multnomah County
Contract No. 9729

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The other increased cost of the project attributable to overruns in contract quantity and minor change orders is typical of a large complex job, such as the subject project.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $728,000. Also Attached is a copy of the Expected Overrun of Project Authorization form.

cc: R. A. Kuehn
J. C. Street
B. M. Walton
Don Trout

OBJ:mk
Attach.

81-125-1387

9729

DONALD M. DRAKE COMPANY
1740 NORTHWEST FLANDERS STREET
PORTLAND, OREGON
97209-2283
CONTRACTORS/DEVELOPERS
503 226-3991

file.

September 3, 1986

NOTED
W. E. SCHWARTZ

letter handed to us 9/3/86 at meeting w/ Franklin Drake, et. al. Harwood & Carol also have copies. We have reduced retainage & are considering time extension.
WES

Oregon State Highway Division
Highway Division
Transportation Building
Salem, Oregon 97310

SUBJECT: Greeley Avenue Connection to I-5
Contract No. 9729
Willamette River (Steel Bridge & Ramps)
Contract: 9748

Gentlemen:

As you know, we are the prime contractor on the above projects and have, from the start, attempted to prosecute the work in a timely and efficient manner. You are acquainted with our Company and its long history of both substantial and successful prosecution of many highway contracts and related work. We estimated, entered into contracts, and proceeded to prosecute these projects in the same fashion as we have historically utilized.

During the course of each of these projects, various events have given rise to appropriate extensions of time, so far as Donald M. Drake Company is concerned. With respect to the Greeley project, you are well aware of our various requests for extensions of time, including those requests based upon extra and additional work performed, design changes, and other appropriate bases under the Standard Specifications. With respect to the Steel Bridge project, you are equally well aware of the manner and method by which we proceeded with the work and the bases upon which we believe extensions of time should be granted.

Notwithstanding the foregoing, there have been inappropriate assessments of liquidated damages against project/contract earnings. Any such assessment, either currently in force or contemplated by the State, will create serious, virtually irreparable financial distress for the Donald M. Drake Company. Naturally, given the substantial events and occurrences which have taken place in connection with the prosecution of the work, and the costs involved in doing both the originally contracted work, as well as changed work by Drake, we believe that any withholding by the Department to be both ill advised and inappropriate. Certainly, the State has other equally effective protection with respect to liquidated damages if it chooses to exercise its rights. For example, the State can release earned-but-undisbursed contract funds and release from the retainage security, expressly providing in doing so that such disbursement and release is without prejudice to any right of the State to later assess liquidated damages. Certainly, we are willing to acknowledge such release without waiver and with the full reservation of the State's rights, and we are similarly satisfied that we can secure consent of Surety in connection therewith.

We do wish to advise, without criticism, that the State has, at least in our view, been somewhat unresponsive to our requests for extensions of time and for review of our various requests for additional compensation. We believe there are a variety of bases upon which our extensions of time are and have been supported, including the performance of extra work, design changes, and other bases recognized both in the Contract Documents, at common law, and with application of common sense.

We also believe, in view of the fact that substantial extra work remains to be priced out and paid for, that to have our Company carry the additional burden of withholding due to liquidated damages being assessed requires us to inappropriately finance highway construction. Until such time as these issues are resolved, our Company and our subcontractors are financing not only the construction but also the cost of the delay which, under the circumstances, seems unfair and unjust.

Accordingly, at this time, we strongly urge that the State agree not to assess liquidated damages against earned-but-undisbursed contract earnings, retained securities, or other contract amounts in the possession of the State. Instead, we agree that the State may release those funds without prejudice to its claim for liquidated damages, as outlined above and with full consent of Surety. We believe this procedure is entirely consistent with our current efforts to negotiate resolution, rather than litigate with the State. We believe agreement to this approach by the State will assist both parties in reaching mutual and appropriate resolution of the variety of matters which confront them, with respect to these contracts.

Thank you for considering this matter, and we look forward to your affirmative response.

Yours very truly,

DONALD M. DRAKE COMPANY

Franklin G. Drake
President

FGD:am

AGREEMENT

Donald M. Drake Company (DMD), the Oregon State Highway Division, (OHSD) and the Department of Transportion (ODOT) agree that the Department will refrain from withholding any amounts from earned-but-undisbursed contract proceeds, remaining contract balances and retained earnings for which securities have been posted, without prejudice and/or waiver to the State's assessment of liquidated damages hereinafter, if such later appear appropriate.

DATED this _________ day of September, 1986.

DONALD M. DRAKE COMPANY	OREGON STATE HIGHWAY DIVISION
BY: ____________________________	BY: ______________________________

9729

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

May 30, 1986
IN REPLY REFER TO
HFO.1-OR

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Rulien:

Oregon Project IR-IX-5-6(102)303
Greeley Ave. Connection to I-5
Contract No. 9729 - PA No. 21

We are returning Mr. Fredrickson's May 16, 1986 letter and enclosures requesting our formal concurrence in the subject order.

The price support is sketchy and there is no indication the price has been examined by your cost analyst section.

Also, the support data does not mention the method of payment for removal of the unsatisfactory backfill. We suspect payment for that work will be covered in a separate order and coded non-participating.

Please clarify these matters and resubmit.

Sincerely yours,

G. K.

for Dale E. Wilken
Division Administrator

Enclosures
As listed

cc:
OSHD (G. A. Potter, Program)
OSHD (C. O. Fredrickson, Const) w/PA No. 21

WES
Orig to
6/6

RECEIVED
STATE HWY ENGR

JUN -5 '86

REFER TO
Fredrickson

FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

9729

v

April 1, 1986

CON 5

Donald M. Drake Co.
1740 NW Flanders St.
Portland, OR 97209

Time Extension Request
Greeley Avenue Connection to I-5
Contract No. 9729
FAP No. IR-IX-5-6(102)303

Our letter of December 24, 1985, granted a contract time adjustment of an additional 65 calendar days for added work performed on Wall "C" and advised you that we would evaluate the remaining items in your request when an accurate assessment could be made. This letter will address your request for additional contract time due to the added work performed on Wall "A", "B", and "D". Your request for additional contract time for joint repair work and latex paving work remain under consideration and will be evaluated as is appropriate.

A detailed review of the added work performed on Wall "A", "B", and "D" indicates that 58 calendar days of additional contract time is warranted for this work. A contract time adjustment of an additional 58 calendar days is granted. This is in addition to the time previously granted for Wall "C". The adjusted contract time of completion for this contract is 873 calendar days.

Should you wish further review of this matter, please contact Project Manager, Jerry Street.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:kjm sl

bc C. O. Fredrickson
Al Harwood w/att.
Jerry Street w/att.
FHWA w/att.
Bruce Walton

STATE OF OREGON

INTEROFFICE MEMO

TO: Marion Craft
Metro Region Construction Engineer

DATE: February 15, 1986

FROM Jerry C. Street
Project Manager Jerry C. Street

SUBJECT: Greeley Avenue Connection to I-5
Pacific Highway
Contract No. 9729
Second Time Extension Claim

Attached for your review and approval find two (2) copies of the following documents:

1. Contractor's Letter No. 219-398
2. Contractor's Letter No. 219-414
3. Contractor's Letter No. 219-415
4. Time Extension Claim
5. My First Time Extension Claim Conclusions
6. My Second Time Extension Claim Conclusions

I have recommended that we grant the Contractor 58 additional days beyond the First Time Extension Claim of 65 days which has previously been approved.

3-27-86

W.E. Schwartz –
I concur with Region and Proj. Mgr. and recommend a 58 C.D time extension.

O. B. Jackmond

JCS:ah

Attachments

cc: Bryant Jackmond – with 1 copy of attachment (originals)

File Copy with attachment.

Jerry Street's analysis is complete and is explained in his Feb 12, 1986 letter. I agree with his recommendation to grant the additional 58 days. [illegible]

STATE OF OREGON **INTEROFFICE MEMO**

TO: Marion Craft
Metro Region Construction Engineer

DATE: February 12, 1986

FROM: Jerry C. Street
Project Manager
Jerry C Street

SUBJECT: Greeley Avenue Connection to I-5
Pacific Highway
Contract No. 9729
Second Time Extension Claim

Please review the Contractor's Claim Letter Nos. 219-398, 219-414 and 219-415. Also, review my conclusions for First Time Extension Claim.

In Claim Letter No 219-398, the Contractor requested 86 Calendar Days for delays at Retaining Wall "C", 168 Calendar Days for delays at Retaining Walls "A" & "B", 124 Calendar Days for delays to Wall "D", 145 Calendar Days for delays to Latex Paving work, and 145 Calendar Days for delays to Joint Repair work. The total delay to the Contract Time for the above items only, after considering concurrent delays, is a minimum of 75 Calendar Days as stated by the Contractor.

In Claim Letter No. 219-414, the Contractor notes Job Overhead costs and the effects of delays to work items.

In Claim Letter No. 219-415, the Contractor formally requests that the Contract Time be extended from 750 Calendar Days to 904 Calendar Days. This is an increase of 154 Calendar Days.

From reviewing my First Time Extension Claim Conclusions, the reader learns that I chose at that time to only review delays to Retaining Wall "C", which affected the completion of the "GN" Line or Greeley Off-Ramp. I found that the Contractor was delayed 65 Calendar Days between June 19 and August 23, 1985 for delays to the "GN" Line. This was subsequently approved by the State Highway Engineer.

I chose now to only review delays to Retaining Walls A & B and to Wall D since most of the revision work to those Walls is complete.

I will first review delays to Retaining Walls A & B which affected the completion of the "GS" Line or Greeley On-Ramp. It was noted at the June 14, 1985 meeting between FHWA and State representatives, that all DoubleWals on this project were suspect for under design of foundations. Since Wall C had already been constructed and backfilled, it was felt that all that could be done at that time was to

Contains
Recycled
Materials

replace embankment materials with Special Wall Backfill. The other DoubleWals(A, B, & D) which were not started at that time would be further investigated. The State Geology Crew would explore for Foundation Material to be encountered. Revised footing designs may be needed for Walls A, B, & D. This exploration work took place during July of 1985. The data was analyzed and the following revisions were made:

1. Redesign Wall A Footing for support piles.
2. Embank rock between Walls A & B footings.
3. Embank rock under portion of Wall B footing on fill.
4. Backfill with Special Imported Granular Materials between Walls A & B.
5. Backfill behind Wall D with Special Imported Granular Materials.

The redesign of Wall A Footing was near completion before it was ascertained that a large City Sewer intersected the Footing at 30 degree angle skew line. The Sewer had been tunnelled about 20-feet below the original ground many years ago. This presented a very difficult design problem. It was finally decided to design a large beam type footing over the top of Sewer Line. The Contractor did not receive Plan Sheet Nos. 41163, 41164 and 41165 until August 16, 1985. At August 26, 1985 meeting with the Contractor to discuss revised footing work at Walls A and B, it was decided to glory hole down to expose top of large Sewer Pipe to insure we would not strike sewer with steel bearing piles. The Contractor did not schedule this excavation work until September 16, 1985. At that time, the Sewer was found to be 25-feet further West. This precipitated redesign of Support Beam over Sewer which is depicted on Plan Sheet No. 41163 Revised on September 18, 1985. The Contractor received Drawing on September 24, 1985. I met with Drake's and Region's representatives on September 26th and 30th of 1985 to discuss prices for performing this revised work. We reached Agreement on Wall A Foundation changes at the September 30, 1985 meeting. Drake was to mobilize work on Foundation. This had not occurred when I received a call from Sub Contractor, Wayne DeWitt, on October 10th wondering what was happening. He informed me that Drake would not sign Price Agreement No. 20 for performing work. They were in agreement with Unit Prices, but would not sign because of fear over jeopardizing future time and indirect cost claims. I notified Region Office and the Contractor's Head Office that nothing was happening on this work. It was agreed to, that, Sub Contractor, DeWitt, would move onto site on October 17, 1985. DeWitt's Pile Driving began mobilization on October 17th. However, the next day after the weekend, DeWitt and Drake conflicted with each other so that DeWitt moved off site not to return until November 11th. Piles for Wall A Footing were driven and cut off by November 19th. Drake began working on pouring revised footing for Wall A. The weather became a problem between November 23 and December 5, 1985. Little work was accomplished on Wall A because of unseasonably cold, snowy weather, Drake spent most of the rest of December pouring Wall A Footing and embanking rock between Walls and under Wall B. Drake began to set Wall A DoubleWal Sections on January 6, 1986. In conclusion, I feel the Contractor was delayed from beginning work on Walls A & B from July 1st to October 17th of 1985. Allowing for a reasonable time, such as 37 days, to complete pile driving, pour Wall A Footing and embank rock work moves date of setting Wall A DoubleWal Sections to November 22nd. This would have been ahead of bad weather. So in retrospect that Drake was delayed from July 1st to November 22nd less the time the original Wall Footing work would have taken. This most likely would have been about 22 days. Therefore, the delay was from July 1st to November 1st or 123 days for Walls A & B which controlled completion of "GS" Line.

In reviewing delays to Wall D, the retaining wall along the East side of Interstate Avenue, it was noted in the June 14, 1985 meeting with FHWA and State representatives that this Wall Foundation would have to be reviewed. Since this area was under Stage I Traffic at that time, it could not be explored until Stage II shifted Interstate Traffic to the West side of Road. This occurred on June 25, 1985. The Contractor continued to work in area on traffic protection matters until July 1, 1985. This is the earliest date that the Contractor could have commenced excavation of Wall D Footing. The State Geology Crew did not complete exploratory work until July 22, 1985. It was determined shortly after that time that the Foundation Materials encountered below Wall D Footing were adequate to carry original design of Wall D. However, to insure the integrity of the Wall, the decision to backfill behind Wall with Special Import Granular Materials was made. That meant that excavated materials removed from cut slope would have to be wasted somewhere else. This quantity was estimated to be 8,000 Cubic Yards of material. Adding to that quantity was the 8,000 Cubic Yards of material excavated from Interstate Avenue and other areas no longer needed for embankment between Walls A and B. I needed to locate a waste area for 16,000 Cubic Yards of material. After conferring with Region Office and Right-of-Way, it was determined that we could waste 16,000 Cubic Yards of material in State Owned block between Stanton and Morris Streets along the East side of Interstate Avenue under Fremont Bridge. The Contractor was informed of waste area on August 7, 1985. Sub Contractor, Jersey, began work the next day breaking up

Asphalt Concrete pavement. Therefore, the Contractor was held up from July 1st to August 7th while the State first reconsidered reviewing Footing, and then locating needed waste areas for materials no longer needed to backfill behind Walls A, B and D. I feel we delayed the Contractor 38 days at Wall D which controlled completion date for Interstate Avenue Stage II.

The Walls shown below delayed the Finish Dates as noted, but are all separate and unrelated to each other so only the longest time period should be considered:
Wall C delayed completion of "GN" Line by 65 days.
Walls A & B delayed completion of "GS" Line by 123 days.
Wall D delayed completion of "INT" Line by 38 days.
In conclusion, because all this work is concurrent with each other, therefore, the 123 day delay for Walls A and B will control. However, I have already recommended and the Contractor has been granted 65 days for Wall C delays. So 123 days less 65 days or 58 days should be granted to the Contractor for delays to Walls A and B beyond the 65 days already granted.

JCS:ah

7 7 2-1 jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-IX-5-6(102)303

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00090

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
MAR 5 '86
REFER TO
Potter
FOR

7. DATE AUTHORIZATION EFFECTIVE January 16, 1985

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary

10. GENERAL LOCATION:

Greeley Avenue Connection to I-5

11. GENERAL DESCRIPTION OF WORK

Fabricate and install new sign; remove old sign

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 1/16/85 as requested in Mr. Fredrickson's letter of 1/22/86 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 12 is approved to a TEC of $2,214; Federal Funds $2,041.

14. DATE 3/4/86

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hosner

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

1727 jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-IX-5-6(102)303

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00090

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STAT HWY ENGR
JAN 30 '86
REFER TO
Potter
FOR

7. DATE AUTHORIZATION EFFECTIVE June 18, 1985

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:
Greeley Avenue Connection to I-5

11. GENERAL DESCRIPTION OF WORK
Additonal exploratory work for Double Wal Retaining wall foundations

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 6-18-85 as requested in Mr. Fredrickson's letter of 1-22-86 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 13 is approved to a TEC of $2,000; Federal Funds $1,844.

14. DATE 1/29/86

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9729

December 24, 1985

Donald M. Drake Co.
1740 NW Flanders St.
Portland, OR 97209

CON 5

Re: Time Extension Request
Greeley Ave. Connection to I-5
Contract No. 9729
FAP No. IR-IX-5-6(102)303

Your request for additional contract time in which to complete the above project has been very carefully reviewed. A contract time adjustment of an additional 65 calendar days is granted due to the additional work performed on Wall "C". The remaining items in your time extension request will be analyzed and evaluated when an accurate assessment can be made.

The adjusted contract time of completion of this contract is 815 calendar days.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc: C. O. Fredrickson
Al Harwood w/att.
Jerry Street w/att.
FHWA w/att.
Bruce Walton

TE/245

STATE OF OREGON

INTEROFFICE MEMO

TO: Marion Craft
Metro Region Construction Engineer

DATE: December 13, 1985

FROM: Jerry C. Street
Project Manager Jerry C Street

SUBJECT: Greeley Avenue Connection to I-5
Pacific Highway
Contract No. 9729
First Time Extension Claim

Attached for your review and approval find two (2) copies of the following documents:

1. Contractor's Letter No. 219-398
2. Contractor's Letter No. 219-414
3. Contractor's Letter No. 219-415
4. Time Extension Claim
5. My Conclusions

I have recommended that we grant the Contractor 65 additional days in which to complete all work on the project.

JCS:mg

Attachments

12-23-85
W. E. Schwartz -
I concur with Region & Project Mgr. and recommend a 65 C.D. time extension for the added work done on wall "C". Other delays were claimed and will be evaluated at the proper time.
O. B. Jackmond

CE__ CAE __ RECEIVED LS__ TC__
COE__ OM__ SA__ CC__
OE__ DEC 17 1985 FE__ CP__
CA__ FQC__
CAM__ CONSTRUCTION QCS__
EEO__ SECTION FILE.__

CC: Bryant Jackmond: - with attachments.

At a meeting in this office on Dec. 6, 1985, with Pete Ebert and Leo Schulthess of Drake Co., and Al Harwood, Jerry Street and myself, Pete Ebert asked us to do what we could with the time extension request and the monthly estimate, to keep Drake from being charged liquidated damages. Jerry has gone through a partial analysis of this time extension request, reviewing wall "C" and the effects of its change, and recommends 65 days. Jerry's analysis is correct and complete for this portion of the time extension request, and I concur in his recommendation.

Marion Craft
12-16-85

Contains Recycled Materials

U.S. Departm[illegible]f Housing and Urban Development
Portland Office, Region X
520 Southwest Sixth Avenue
Portland, Oregon 97204

JUN - 7 1985

Program Section
Transportation Bldg.
Room 309
Salem, OR 97310

Dear Colleagues:

SUBJECT: PRO. Greely Ramp - North Bound Interchange - I-5

We have reviewed the above subject proposal.

Acquisition, relocation, noise impacts on noise sensitive uses (hospital, residential and school), reduction of parking spaces for a hospital, five support columns in the Willamette River and adverse impacts on the Willamette Greenway and Lillis-Albina Park seem to raise serious concerns regarding impact which could be anticipated from a $56,600,000 project. It was surprising to note that this scale of project only warranted an environmental assessment when considering past Environmental Impact Statements for much simpler projects.

The HUD concern would be for mitigation to achieve the 65 ldn noise standard for HUD funding of noise sensitive uses. Buildable sites not yet developed would be of primary concern.

Thank you for the opportunity to comment.

Sincerely,

Clifford T. Safranski
Environmental Clearance Officer

PROGRAM SECTION
MANAGER HL RESOURCE UNIT ___
FA UNIT ✓ PROGRAM UNIT ___
JUN 10 1985
REFER TO Beck
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

CL 1985 - 0081

FILED
APR 15 1985
BARBARA ROBERTS
SECRETARY OF STATE

April 11, 1985

Scougal Rubber Corporation
P.O. Box 80226
Seattle, WA 98108

CON 5
#9729

Attention: P. T. Foley
President

Gentlemen or Ladies:

This will acknowledge your letter dated April 2, 1985, filing a claim against the following Highway Division contract:

FILED BY:	Scougal Rubber Corporation
AMOUNT:	$5,034.38
FOR:	Bridge pads
AGAINST (Prime contractor)	Donald M. Drake Company
CONTRACT NO.:	9729
PROJECT:	Greeley Avenue Connection to I-5, Pacific Highway, Multnomah County
SURETY:	United Pacific Insurance Company
AGENT:	Corroon & Black of Oregon

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

NOTED ON CARD
4-17-85 kjm

RECEIVED
APR 17 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Please advise this office when your claim has been paid.

Sincerely,
ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc: Donald M. Drake Company
1740 NW Flanders
Portland, OR 97209

United Pacific Insurance Co.
Bond Department
33405-8th Ave. S. C-3000
Federal Way, WA 98003

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

RECEIVED
APR 17 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

SCOUGAL RUBBER CORPORATION

April 2, 1985

Commission Services
121 Transportation Bldg.
Salem, OR 97310

Attn: Robert Gormsen

Contract No. 9729
Greeley Ave to I-5

Gentlemen:

We wish to file a claim against the Donald Drake Co. in the amount of $5034.38 for bridge pads delivered on Contract 9729, Job Greeley Ave. to I-5.

These pads were as follows:

8 ea	23" x 12" x 2 1/2"
42 ea	23" x 9" x 1"
7 ea	22" x 8" x 1 1/2"
9 ea	21" x 12 1/2" x 2 1/2"
9 ea	21" x 10" x 1/2"
14 ea	19" x 9" x 1"
24 ea	18" x 8" x 1"
1 ea	18" x 8" x 1 1/2"

Delivery of these pads was completed in June of 1984.

Yours truly

SCOUGAL RUBBER CORPORATION

P. T. Foley
President

PTF:ls

RECEIVED
APR - 5 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

P.O. BOX 80226 ● 6239 CORSON AVENUE SOUTH ● SEATTLE WASHINGTON 98108 ● 763-2650

1-5

ROAD DESIGN-HIGHWAY DES 16

C. O. Fredrickson
Construction Engineer

December 20, 1984

ORIGINAL SIGNED
DONN D. CHRISTENSEN

Donn D. Christensen
Road Design Engineer

Intermixing Removeable Reflective Button
  Sign Legend
Greeley Ave. Connection to I-5 Section
Pacific Hwy.
Multnomah County
Contract No. 9729

It has come to my attention that the Contractor on the subject project has interpreted the Special Provisions to mean that he may intermix sign legends with differing enamel finishes. The Special Provisions say that white porcelain enamel or white baked polyurethane enamel may be used for the finish. The intent of the specifications was to provide flexibility by allowing one finish or the other. However, the wording can be interpreted to mean that intermixing is allowable.

To solve this problem, I recommend that we accept both finishes for this project. However, no intermixing of the two types of finish shall be allowable on a single sign face.

DC:AA:mg

cc: Ed Hardt
    L. E. George
    D. Wackerbarth
    A. Brummitt

bc: Andy Anderson

mb

Versteeg
Anderson
Adams
Macnab
Edwards
Turpin
Trout
[illegible]

RECEIVED
DEC 20 1984
ROAD DESIGN
SECTION

Do Not File
Return To
Bring Up ..../..../....
Action

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-IX-5-6(102)303

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00090

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
OCT 19 1984
REFER TO ___
R/D ___ ACT ___ REPLY +
DISC ___ INFO ___ FILE ___

RECEIVED
STATE HWY ENGR
OCT 19 '84
REFER TO Potter
FOR
Info Inv R/D D/A Sig Act File

7. DATE AUTHORIZATION EFFECTIVE 3/1/84

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:

Greeley Avenue Connection to I-5

11. GENERAL DESCRIPTION OF WORK

Remove street lights

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ XX CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 3/1/84 as requested in Mr. Fredrickson's letter of 10/9/84 as being cost effective for the use of PGE forces to proceed with the above work. State Force Order No. 10 representing work to be done by Portland General Electric Forces is approved for a TEC of $480; Federal Funds $442.65.

14. DATE 10/18/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-70) PREVIOUS EDITIONS MAY BE USED

4727 1

SC

U. S. DEPARTMENT OF TRANSP TATION
FEDERAL HIGHWAY ADMI TRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-IX-5-6(102)303

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

7-10-84

4. PROGRAM NO.

5. ITEM NO. 00090

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 13 '84
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

7. DATE AUTHORIZATION EFFECTIVE 6-25-84

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:
Greeley Ave. Connection to I-5

11. GENERAL DESCRIPTION OF WORK
Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested by Mr. Potter's letter of 7-26-84 this will confirm the advance approval date of 6-25-84, contingent upon modification of Project Agreement if additional funds are required to proceed with the actual adjustments to the City of Portland, Bureau of Environmental Services Sanitary Sewer Level Monitoring Device relocation. Reimbursement on an actual cost bases estimated to be $4,715 - F.F. $4,008 is approved.

I approve the Agreement with the City of Portland, Bureau of Environmental Services.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Manual.

14. DATE 8/10/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hessner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

1727

RECEIVED
STATE HWY ENGR
JUL 30 '84
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

July 26, 1984

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter ORIGINAL SIGNED BY GARY A. POTTER
Manager, Program Section

NOTED
E. S. HUNTER

SUBJECT: Sanitary Sewer Level Monitoring Device Relocation
Bureau of Environmental Services
City of Portland
Greeley Avenue Connection to I-5
Pacific Highway (I-5)
Multnomah County
Project No. IR-IX-5-6(102)303

Here is a copy of an estimate of cost to relocate sanitary sewer level monitoring device facilities dated July 12, 1984, and a sketch showing their proposed relocation.

A certification prepared by Richard L. Fleming as to the City's rights in the land occupied by their facilities is in our files.

The conflict was not originally anticipated, therefore, the Bureau of Environmental Services was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will not be issued, as the City owned facilities will occupy City street right of way.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b(1)(b) of PPM 30-4, as the relocation involves a crossing of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the City's facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of June 25, 1984, under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $4,715.

JMC/GAP/nv
Enc.
cc: E. S. Hunter
J. M. Cartwright
R. L. Fleming

9729

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

July 11, 1984
IN REPLY REFER TO
HFO.8-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon Project IR-IX-5-6(102)303
Greeley Avenue Connection to I-5
Multnomah County

Mr. Fredrickson's request of July 2 for approval of Order for Force Work No. 4 amended under contract 9729 is not eligible for federal-aid participation under the construction phase. PS&E approval was granted August 24, 1983 and contract award date was October 4, 1983. Work performed prior to PS&E approval would have to be considered under the Preliminary Engineering phase.

Sincerely yours,

Christianson
Dale E. Wilken
Division Administrator

Attachemnt
SFO #4

cc:
OSHD (C O Fredrickson)w/att
OSHD (G Potter)
OSHD (R Hacek)

W45
7/12

RECEIVED
STATE HWY ENGR
JUL 12 '84
REFER TO
Jackmond
FOR

Info	Inves	R/D	D/R	Sign	Act	File

9729

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
IR-IX-5-6(102)303

2. STATE PROJECT NO.
See below

2A. COUNTY NAME
Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

7-6-84

4. PROGRAM NO.

5. ITEM NO.
00090

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5-11-84	8. FEDERAL ROUTE NUMBER Interstate 5	9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:

Greeley Ave. Connection to I-5

11. GENERAL DESCRIPTION OF WORK

Furnishing and maintaining portable message board sign

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AGREED UNIT PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 5-11-84 as requested in Mr. Fredrickson's letter of 6-27-84 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 9 is approved for TEC of $1,000 Federal Funds $920.

RECEIVED
STATE HWY ENGR
JUL 11 '84
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to
7/12

14. DATE 7-6-84	15. SIGNATURE OF APPROVING OFFICIAL Dale E. Wilken	16. TITLE ~~for~~ Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

1729

RECEIVED
STATE HWY ENGR
JUN 28 '84
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

June 26, 1984

TO: D. E. Wilken, Division Administrator
Federal Highway Administration
ATTN: C. T. Christianson, Area Engineer

FROM: Jack M Cartwright
Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Federal Participation Eligibility Date
Sanitary Sewer Level Monitoring Device Relocation
Bureau of Environmental Services
City of Portland
Greeley Avenue Connection to I-5
Pacific Highway (I-5)
Multnomah County
Project No. IR-IX-5-6(102)303

E. S. HUNTER

Dear Mr. Christianson:

Confirmation of your verbal authorization for the Bureau of Environmental Services to proceed with the relocation of their sanitary sewer level monitoring device in conflict with this project as of June 25, 1984 is requested. An estimate of cost has been received from the Bureau in the amount of $4800. The estimate is presently being reviewed by Highway Accounting Section and will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of
June 25, 1984 is approved

CTChristianson
C. T. Christianson, Area Engineer

JMC/nv
cc: E. S. Hunter
W. F. Cobine
E. L. Hardt
Jerry Street
R. L. Fleming
Pete Gonzalez

RECEIVED
STATE HWY ENGR
JUN 28 '84
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
JUN 27 1984
RR & UTILITY UNIT

9727

N

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

June 21, 1984
IN REPLY REFER TO
HFO.6-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

[illegible]

We have reviewed Mr. Potter's June 15, 1984 request for participation in the cost of street light removal as a Utility adjustment. Street lighting, even though leased from a utility, is considered a part of the highway/street facility. Removal, relocation or adjustment is eligible only as a construction item.

Remaining book cost is not eligible as a charge to the project. In this case we will participate in the $480 removal cost charged to the construction prefix.

Sincerely yours,

for G. K. Hosner
Dale E. Wilken
Division Administrator

cc:
OSHD (G Potter)
OSHD (J Cartwright)
OSHD (H Mitzel)

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
JUN 25 '84
REFER TO
Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

cy
Schwartz
6-26

June 13, 1984

TO: D. E. Wilhon, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter
Manager, Program Section

SUBJECT: Street Light Removal
Portland General Electric Co.
For City of Portland
Greeley Ave. Connection to I5
Pacific Highway (I-5)
Multnomah County
Project No. IR-IX-5-6(102)303

Here is a copy of a lump sum estimate of cost from Portland General Electric Company for the removal of City of Portland Street light facilities dated April 23, 1984, and a sketch showing their proposed relocation.

A certification prepared by Richard L. Fleming as to the City's rights in the land occupied by their facilities is in our files.

The conflict was not originally anticipated, therefore, the City was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will not be issued, as the City's facilities occupy City street right of way.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b(1)(b) of FPM 304, as the removal involves a segment of facilities less than one mile in length.

There will be no betterment derived from the proposed removal of the City's facilities.

Your approval of the lump sum agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of March 1, 1984, under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $857.00.

JMC/GAP/mw
Enc.
cc: E. S. Hunter
J. M. Cartwright
R. L. Fleming

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

June 18, 1984
IN REPLY REFER TO
HFO.1-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

IR-IX-5-6(102)303
Greeley Avenue Connection to I-5
Contract Number 9729

Mr. Fredrickson's June 12, memorandum requesting Federal participation in State expenses to haul salvaged handrail from the project site is being returned unapproved.

I assume the handrail will be used for highway maintenance. Therefore, the costs should be funded accordingly.

Sincerely yours,

G. K. Hossner
for Dale E. Wilken
Division Administrator

Attachment

cc:
OSHD (C O Fredrickson)w/attachment
OSHD (G Potter)

RECEIVED
STATE HWY ENGR
JUN 21 '84
REFER TO
Fredrickson
FOR

Info	Inves	R/O	O/R	Sign	Act	File
					✓	

WES

Orig. to
6/22

ORDER FOR FORCE WORK

P

ORDER No. 5

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WORK TO BE DONE BY State Forces (State Forces or Utility, Railroad, Local Government Unit, etc.—by name)

CONTRACT No. 9729

PROJECT NAME Greeley Avenue Connection to I-5

DATE March 27, 1984

HIGHWAY Pacific

FAP No. IR-IX-5-6(102)303

COUNTY Multnomah

PREFIX 326-1066

FUNCTION 270-05

DESCRIPTION OF WORK TO BE DONE:

To salvage 1400-feet of Single Tube Metal Handrail with Posts.

LOCATION BY STATION NUMBERS:

Throughout the Project.

ESTIMATE OF QUANTITIES & COSTS:

Labor	$ 850.00
Equipment	$ 150.00
TOTAL	$1,000.00

EXPLANATION:

The Special Provisions require the Contractor to remove existing metal handrail and stockpile at jobsite to be picked up by State Forces.

Prepare a separate order for each type of force work. Submit the original as indicated below:

CONTRACT PROJECTS AND MISC: Submit original through channels to Construction Engineer in Salem. After approval copies will be sent to the Region Engineer, Resident Engineer and Highway Accounting.

TITLE II PROJECTS NOT UNDER CONTRACT: Submit original through channels to Traffic Engineer in Salem. After approval two copies will be sent to the Region Engineer and one copy to Highway Accounting.

CONTRACT PROJECTS ONLY:

Project Authorization	$ 8,474,984.32
Present estimate of costs including work under this Force Order	$ 8,145,958.15
Estimated ~~Overrun~~ Underrun Amount	$ 329,026.17
Estimated ~~Overrun~~ Underrun Percent	3.88%

SUBMITTED BY: Jerry C. Street Jerry C. Street

TITLE: Project Manager

APPROVAL RECOMMENDED:

TITLE:

APPROVAL RECOMMENDED:

TITLE:

APPROVAL RECOMMENDED: [illegible] Region Engineer

APPROVED: [illegible] 4-17-84 Construction Engineer

DO NOT USE THIS FORM FOR FORCE ACCOUNT (EXTRA WORK) BY CONTRACTORS OR SUBCONTRACTORS ON CONTRACT PROJECTS.

STATE OF OREGON INTEROFFICE MEMO

C

TO: Marion Craft
Region I Construction Engineer

DATE: March 28, 1984

FROM: Jerry C. Street
Project Manager Jerry C Street

SUBJECT: Greeley Avenue Connection to I-5
Pacific Highway
Contract No. 9729
State Force Order No. 5

Attached for your approval find two(2) copies each of State Force Order No. 5 and of Change Order Sheet.

State Force Order No. 5 sets up an account whereby State Forces can be reimbursed by the Project for salvaging metal handrail from existing I-5 Bridges. The Special Provisions require the Contractor to remove subject rail and stockpile for later removal by the State Forces.

Your approval of State Force Order No. 5 is recommended.

JCS:ah

Attachments

Jerry Street sending in another SFO to [illegible] for salvage material.
[illegible] 4-17-84

C.O. Fredrickson

Marion Craft

RECEIVED
MAR 30 1984
CONSTRUCTION SECTION
CE
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5.1307

STATE OF OREGON

INTEROFFICE MEMO

TO: Marion Craft
Region I Construction Engineer

DATE: March 28, 1984

FROM: Jerry C. Street
Project Manager

Jerry C Street

SUBJECT: Greeley Avenue Connection to I-5
Pacific Highway
Contract No. 9729
State Force Order No. 5

C

Attached for your approval find two(2) copies each of State Force Order No. 5 and of Change Order Sheet.

State Force Order No. 5 sets up an account whereby State Forces can be reimbursed by the Project for salvaging metal handrail from existing I-5 Bridges. The Special Provisions require the Contractor to remove subject rail and stockpile for later removal by the State Forces.

Your approval of State Force Order No. 5 is recommended.

JCS:ah

Attachments

Jerry Street sending in another SFO & Transfer
for salvaged material.
4.17.84

C.O. Fredrickson

Marion Craft

CE
CAE
FOE
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RECEIVED
MAR 30 1984
CONSTRUCTION
SECTION

OM
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75-1387

OREGON DEPARTMENT OF TRANSPORTATION

HIGHWAY DIVISION

WORK OR CHANGE ORDER SUPPORTING DATA

PROJECT NAME (SECTION) Greeley Avenue Connection to I-5	CONTRACT NO 9729
HIGHWAY Pacific — COUNTY Multnomah	PREFIX 326-1066
SUBMITTED BY (RESIDENT) Jerry C. Street — DATE 3/28/84 — FOR ☐ REVIEW ☒ APPROVAL	F.A. PROJECT NO. IR-IX-5.-6(102)303
SUBMITTED BY (REGION) — DATE — FOR ☐ REVIEW ☐ APPROVAL	TO ACCOMPANY (ORDER TYPE AND NUMBE SFO # 5

WORK OR CHANGE HAS BEEN DISCUSSED WITH—

BY ON

BY ON

BY ON

BY ON

WORK OR CHANGE HAS BEEN DISCUSSED AND APPROVAL TO PROCEED OBTAINED FROM—

BY ON

BY ON

BY ON

FEDERAL HIGHWAY TENTATIVE APPROVAL OBTAINED FROM—

SUBSTANTIAL CHANGE— ☐ YES; ☐ N

BY ON

COST ESTIMATE, FORM 734-1877 IS ATTACHED— ☐ YES, ☐ NO; ☒ NOT APPROPRIATE

COSTS HAVE BEEN DISCUSSED WITH (Construction Cost Unit or Technical Services Section)—

BY ON

ORAL APPROVAL OF COSTS OBTAINED FROM (Construction Cost Unit or Technical Services Section)—

BY ON

NET EFFECT OF ORDER ON PROJECT	PROJECT AUTHORIZATION	ESTIMATE PROJECT COST WITH ORDER	OVERRUN
INCREASE ~~DECREASE~~ $ 1,000.00	$ 8,474,984.32	$ 8,145,958.17	0

ADDITIONAL INFORMATION THAT IS NOT INCLUDED ON ORDER (Additional Description; Who Requested, Why Necessary; Why Cost is not a Contract Responsibility; Parties other than State or FHWA that will Share the Cost; Estimated Starting Date or Date Work Started; Emergency Work Prior to Approva Estimated Effect on Project Time, Significant Discussions; References to Supporting and/or Attached Documents)—

☐ CONTINUED ON ADDITIONAL SHEET(S)

734-1862 (11-81)

Submit Original to Construction Branch

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WORK OR CHANGE ORDER SUPPORTING DATA

PROJECT NAME (SECTION) Greeley Avenue Connection to I-5			CONTRACT NO. 9729
HIGHWAY Pacific	COUNTY Multnomah		PREFIX 326-1066
SUBMITTED BY (RESIDENT) Jerry C. Street	DATE 3/28/84	FOR ☐ REVIEW ☒ APPROVAL	F.A. PROJECT NO. IR-IX-5-6(102)303
SUBMITTED BY (REGION)	DATE	FOR ☐ REVIEW ☐ APPROVAL	TO ACCOMPANY (ORDER TYPE AND NUMBER) SFO # 5

WORK OR CHANGE HAS BEEN DISCUSSED WITH—

BY ON

BY ON

BY ON

BY ON

WORK OR CHANGE HAS BEEN DISCUSSED AND APPROVAL TO PROCEED OBTAINED FROM—

BY ON

BY ON

BY ON

FEDERAL HIGHWAY TENTATIVE APPROVAL OBTAINED FROM— SUBSTANTIAL CHANGE— ☐ YES; ☐ NC

BY ON

COST ESTIMATE, FORM 734-1877 IS ATTACHED— ☐ YES; ☐ NO; ☒ NOT APPROPRIATE

COSTS HAVE BEEN DISCUSSED WITH (Construction Cost Unit or Technical Services Section)—

BY ON

ORAL APPROVAL OF COSTS OBTAINED FROM (Construction Cost Unit or Technical Services Section)—

BY ON

NET EFFECT OF ORDER ON PROJECT INCREASE $ 1,000.00	PROJECT AUTHORIZATION $ 8,474,984.32	ESTIMATE PROJECT COST WITH ORDER $ 8,145,958.17	OVERRUN 0

ADDITIONAL INFORMATION THAT IS NOT INCLUDED ON ORDER (Additional Description; Who Requested; Why Necessary, Why Cost is not a Contracto Responsibility; Parties other than State or FHWA that will Share the Cost; Estimated Starting Date or Date Work Started; Emergency Work Prior to Approval Estimated Effect on Project Time; Significant Discussions; References to Supporting and/or Attached Documents)—

☐ CONTINUED ON ADDITIONAL SHEET(S)

734-1862 (11-81)

Submit Original to Construction Branch

9729

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

June 15, 1984

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: For— Gary A. Potter
Manager, Program Section

SUBJECT: Street Light Removal
Portland General Electric Co.
For City of Portland
Greeley Ave. Connection to I5
Pacific Highway (I-5)
Multnomah County
Project No. IR-IX-5-6(102)303

NOTED
E. S. HUNTER

Here is a copy of a lump sum estimate of cost from Portland General Electric Company for the removal of City of Portland Street light facilities dated April 23, 1984, and a sketch showing their proposed relocation.

A certification prepared by Richard L. Fleming as to the City's rights in the land occupied by their facilities is in our files.

The conflict was not originally anticipated, therefore, the City was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will not be issued, as the City's facilities occupy City street right of way.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b(1)(b) of PPM 304, as the removal involves a segment of facilities less than one mile in length.

There will be no betterment derived from the proposed removal of the City's facilities.

RECEIVED
STATE HWY ENGR
JUN 18 '84
REFER TO
FOR
Info Invest R/D D/R Sign Act File

Form 734-3122

Your approval of the lump sum agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of March 1, 1984, under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $857.00.

JMC/GAP/nv
Enc.
cc: ✓E. S. Hunter
J. M. Cartwright
R. L. Fleming

DAVE FROHNMAYER
ATTORNEY GENERAL

9729

F

DEPARTMENT OF JUSTICE
HIGHWAY LEGAL
113 Transportation Building
Salem, Oregon 97310
Telephone: (503) 378-4259

April 4, 1984

A. M. Roberts
Credit Manager & Assistant Secretary
L. B. Foster Company
PO Box 23973
Oakland, California 94623

NOTED
H. S. COULTER

RE: "Stop Notice" for Contract between
Oregon State Highway Division and Donald M. Drake Co.

Dear Mr. Roberts:

Your "Stop Notice" filed with the Oregon State Highway Division relating to claims made for materials supplied to Donald M. Drake Company on a contract with the State Highway Division is ineffectual in the State of Oregon. Oregon State law does not recognize such an action.

I am enclosing a copy of the Oregon law relating to material suppliers and subcontractors on public contracts in the State of Oregon. I would suggest that your attorney review those statutes.

I regret that the Highway Division would not be able to honor your "Stop Notice."

Sincerely,

Dale K. Hormann

Dale K. Hormann
Assistant Attorney General

DKH:lt

cc: H. S. Coulter
Jack Sollis

RECEIVED
STATE HWY ENGR
APR 5 '84
REFER TO
FOR
Info Inves R/D D/R Sign Act File

When Recorded, return to:

RICHARD M. KAPLAN, ESQ.
Opera Plaza, Suite 2080
601 Van Ness Avenue
San Francisco, CA 94102-6388
(415) 474-2122

Attorney for L. B. FOSTER COMPANY,
a corporation, Stop Notice Claimant

RECEIVED
[illegible]
LEGAL

RECEIVED
STATE HWY ENGR
APR 2 '84
REFER TO
Lohmann
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

STOP NOTICE

TO: OREGON STATE HIGHWAY DEPARTMENT
140 Trans. Building
Salem, Oregon 97310

TO: DONALD M. DRAKE CO.
1740 N. W. Flanders
Portland, Oregon 97209

TO: Mansfield Inc.
George Mansfield
311 N. W. 21st Street
Portland, Oregon 97209

BOND #63012010225819

L. B. FOSTER COMPANY, a corporation, furnished materials, including steel pipe and related materials, to DE-WITT ERICKSON CONSTRUCTION, P.O. Box 20938, Portland, Oregon 97220 pursuant to that certain contract made between the OREGON STATE HIGHWAY DEPARTMENT and DONALD M. DRAKE for that certain public work of improvement consisting of the Greeley Avenue Connection to I-5, Greeley Avenue, Portland, Oregon, and which is and was the whole of said materials agreed to be furnished by Claimant.

That the contract price of said materials was and is the sum of $100,692.03, which was and is a reasonable sum; that there has been paid thereon only the sum of $65,000, and that there is now due and owing to Claimant for an account thereof the sum of $35,692.03 in lawful money of the United States after deducting all just credits and offsets, and the same has not been paid.

WHEREFORE, the undersigned claims the benefit of the law given to laborers, materialmen, and others under and by virtue of the provisions of Division III, Title XV, Section 3103 and Sections 3181 to 3214 of the Civil Code of the State of California, and prays that you withhold from said original contractor, DONALD M. DRAKE, sufficient money that may be due it or him and that may become due it or him for said work in order to answer for and pay the amount of this claim, to wit, $35,692.03.

DATED: March 28, 1984

L. B. FOSTER COMPANY, a corporation

By A. M. Roberts
A. M. Roberts, Credit Manager
and Assistant Secretary

F

rn

OSHD (Mr Coulte

U. S. DEPARTMENT OF TRANSPO TION
FEDERAL HIGHWAY ADMINIS ATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
IR-IX-5-6(102)303

2. STATE PROJECT NO.
See below

2A. COUNTY NAME
Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division, Salem, OR

4. PROGRAM NO.

5. ITEM NO.
00090

6. TO

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 10 '84
REFER TO
Potter
FOR
Info Inves R/D D/R Sign Act File

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
1-5-84	Interstate 5	Primary 1

10. GENERAL LOCATION:
Greeley Avenue Connection to I-5

orig. to
4/10

11. GENERAL DESCRIPTION OF WORK
Utility Adjustments

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See below

13. REMARKS

As requested by Mr. Potter's letter of 3/28/84, this will confirm the advance approval date of 1/5/84 to proceed with the actual adjustments of the water facilities relocation for the Citiy of Portland, Bureau of Water Works on an actual cost basis estimated to be $7,730 Federal funds $7,129 contingent upon modification of project agreement if additional funds are required.

I approve the Agreement with the City of Portalnd Bureau of Water Works.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
4/2/84	G. K.	for Division Administrator

FORM PR-1240 (Rev. 12-78) PREVIOUS EDITIONS MAY BE USED

9729 F

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-IX-5-6(102)303

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4-2-84

4. PROGRAM NO.

5. ITEM NO. 00090

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/19/84

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:

Greeley Avenue Connection to I-5

11. GENERAL DESCRIPTION OF WORK

Revised utility costs and additional work

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)* See Below

13. REMARKS

As requested by Mr. Potter's letter of 3/26/84 this will confirm the advance approval date of 3/19/84 to revise my PR-1240 dated 11/15/83 to include the relocation of additional 8' water main as shown on sketch map #83-8804 and to proceed for a revised TEC of $80,211 Federal Funds $73,970. (OFW #1)

(Increase TEC $19,104 Federal Funds $17,618 contingent upon modification of Project Agreement if additional funds are required)

RECEIVED
STATE HWY ENGR
APR 11 '84
REFER TO
FOR

Orig to
4/11

14. DATE 4/2/84

15. SIGNATURE OF APPROVING OFFICIAL G. K.

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

F

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
E. S. HUNTER

In Reply Refer to
File No.:
ROW 18-4

March 28, 1984

RECEIVED
TECHNICAL SERVICES
MAR 29 '84
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter Gary A. Potter
Manager, Program Section

SUBJECT: Water Facilities Relocation
Bureau of Water Works
City of Portland
North Borthwick Street Conflict
Greeley Avenue Connection to I-5
Pacific Highway (I-5)
Multnomah County
Project No. IR-IX-5-6(102)303

Here is a copy of an estimate of cost to adjust Portland Bureau of Water Works' facilities in North Borthwick St. dated January 10, 1984, and a sketch showing their proposed relocation.

A certification prepared by Richard L. Fleming as to the Bureau's rights in the land occupied by their facilities is in our files.

The conflict was not originally anticipated, therefore, the Bureau was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will not be issued, as the facilities occupy City street right of way.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a crossing of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the Bureau's facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of January 5, 1984, under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $7,730.

JMC/GAP/nv
Enc.
cc: E. S. Hunter ✓
J. M. Cartwright
R. L. Fleming

Form 734-3122

F

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
E. S. HUNTER

In Reply Refer to
File No.: ROW 18-4

March 26, 1984

RECEIVED
TECHNICAL SERVICES
MAR 28 '84
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter
Manager, Program Section

SUBJECT: Water Facilities Relocation
Bureau of Water Works
City of Portland
Greeley Avenue Connection to I-5
Pacific Highway (I-5)
Multnomah County
Project No. IR-IX-5-6(102)303

Reference is made to my letter of November 3, 1983, which submitted an estimate of cost to relocate the Portland Bureau of Water Works facilities in conflict with this project. A portion of the estimate covered the relocation of an existing 8-inch water main in N. Greeley Ave. & St. Johns Rd. It has since been determined that an additional section of the 8-inch water main is in conflict. Refer to enclosed sketch.

Here is a copy of an estimate of cost for the relocation of both the original and the new sections of conflicting 8-inch water main dated February 29, 1984. The total cost of relocating the 8-inch water main is $39,285.52. The original cost was $20,680.94. This results in an increase of $18,604.58 for the 8-inch water main relocation and a total water facilities relocation cost of $80,210.79.

A certification prepared by Richard L. Fleming as to the City's rights in the land occupied by their facilities is in our files.

The additional 8-inch water main conflict was not originally anticipated, therefore, the Bureau of Water Works was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will not be issued, as the facilities occupy City Street right-of-way.

March 26, 1984
Page 2

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as relocation involves a segment of facilities less than one mile in length.

There will be no betterment derived from the proposed adjustment of the Bureau's facilities.

Your approval of the revised actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the additional work as of March 19, 1984 under the provisions of PPM 30-4 and 30-4.1 is requested. Revised estimated cost to the State is $80,211. The work will be covered by OFW#1.

JMC/GAP/nv
Enc.
cc: E. S. Hunter ✓
J. M. Cartwright
R. L. Fleming

F

ROW 18-4

March 20, 1984

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ATTENTION: Robert B. Hathaway
Assistant Division Administrator

Jack M Cartwright

FROM: Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Federal Participation Eligibility Date
Water Facilities Relocation
Bureau of Water Works
City of Portland
Greeley Avenue Connection to I-5
Pacific Highway (I-5)
Multnomah County
Project No. IR-IX-5-6(102)303

Dear Mr. Hathaway:

Confirmation of your verbal authorization for the City of Portland's Bureau of Water Works to proceed with the relocation of an additional section of 8-inch water main in NE Greeley Avenue in conflict with the construction of the embankment for the Greeley Avenue ramp on this project as of March 19, 1984 is requested. An estimate of cost has been received from the Bureau of Water Works for an additional $19,000. The estimate is presently being reviewed by Highway Accounting Section and will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of
March 19, 1984 is approved

Robert B Hathaway

Robert B. Hathaway, Assistant Division Administrator

JMC/nv
cc: ✓E. S. Hunter
D. E. Swan
E. L. Hardt
R. L. Fleming
Pete Gonzalez

RECEIVED
TECHNICAL SERVICES
MAR 23 '84
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

W/

DES 16

January 12, 1984

Versteeg
Anderson
Adams
Macnab
Steudemeyer
Turpin
Trent
Wahrlig

RECEIVED
JAN 12 1984
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring Up
Action

Chuck Robins
Community Development
PO Box 2
Marylhurst, Oregon 97036

Greeley Avenue Connection To I-5
Special Provisions

Enclosed are the special provisions you requested. The "Housing and Urban Development Department" requirements are addressed in Revision Letter No. 1, item 26 which is highlighted in yellow. The other special provisions and inserts you inquired about are in the bound booklet and are marked by a paper clip.

Please let me know if any additional requirements are needed for the Portland Avenue at Abernathy Lane project in Gladstone.

J. H. Versteeg
Road Design Engineer

By

Stephen H. Macnab, P.E.
Specifications Engineer

Enclosures

SHM:WM:mg

9729

U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon IR-IX-5-6(102)303
Greeley Avenue/I-5
Pacific Highway
Sanitary Sewer Relocation

Date: December 12, 1983

From: Division Administrator

Reply to Attn. of: HFO.6-OR

To: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

We have reviewed Mr. Potter's November 30, 1983 request for Federal participation in city inspection of sewer adjustment work included in the Construction Contract. Since the work is covered by contract plans and specifications it is the State's engineering responsibility to secure compliance. City inspection would seem to be a duplicate of engineering cost and consequently is not considered eligible for Federal participation.

G.K.
for Dale E. Wilken

cc:
OSHD (G Potter)
OSHD (J Cartwright)

cy Hunter
Bothman
12/14

RECEIVED
STATE HWY ENGR
DEC 13 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

November 30, 1983

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter
Manager, Program Section

SUBJECT: Construction Inspection
Sanitary Sewer Relocation
Bureau of Sanitary Engineering
City of Portland
Greeley Ave. Connection to I-5
Pacific Highway (I-5)
Multnomah County
Project No. IR-IX-5-6(102)303

RECEIVED
TECHNICAL SERVICES
DEC 2 '83
REFER TO
FOR
Info | [illegible] | R/D | D/R | Sign | Act | File

Here is a copy of an estimate of cost from the City of Portland's Bureau of Sanitary Engineering for Bureau's monitoring of the sanitary sewer relocation work being done as part of the State's contract.

A certification prepared by Richard L. Fleming as to the City's rights in the land occupied by their facilities is in our files.

The conflict was anticipated. The City was advised verbally of the conflict as soon as it was known. The relocation work, at City's request, was included as part of State's contract. The relocation agreement will, therefore consist of verbal notification of conflict, the estimate of monitoring costs submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will not be issued as sewer line occupies City street right of way.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a segment of facilities less than one mile in length and a crossing of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the City's facilities.

Your approval of the actual cost agreement, as evidenced above, and authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $1,130.

JMC/GAP/llr
Enclosure
cc: ~~E. S~~. Hunter
D. E. Swan
Jack M. Cartwright
R. L. Fleming

9 7 2-1

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M-IR-9945(1)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 71411

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 11/29/83

8. FEDERAL ROUTE NUMBER FAU 9945 & Interstate 5

9. STATE ROUTE NUMBER City Street & Primary 1

10. GENERAL LOCATION:
North Greeley Avenue/I-5 Interchange (Portland) Secton

11. GENERAL DESCRIPTION OF WORK
Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER (*Specify*) Program change
See Below

13. REMARKS

As requested in Mr. Swan's letter of 11/17/93 I approve the revised Preliminary Engineering Costs to a TEC of $688,150 Federal Funds $605,208.

(Increase TEC $230,150 Federal Funds $212,244 Appn Code 044)

RECEIVED
STATE HWY ENG
DEC 5 '83
REFER TO Potter
FOR
Info Inves R/D Sign Act

Orig. to 12/6

14. DATE 11/29/83

15. SIGNATURE OF APPROVING OFFICIAL G.K.

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9729

City of N
Portland

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

November 21, 1983

Region I
1919 N.W. Thurman Street, Portland, Oregon 97209
Phone 229-5044

In Reply Refer to
File No: T-001

Donald M. Drake Co.
850 N. Graham Street
Portland, Oregon 97227

RE: Greeley Avenue Connection to I-5
Pacific Highway
Contract No. 9729
Refer DMD Submittal No. 219-0-001

Attn: Mr. Lee Shulthess

Find 2 each copies of approved for "Conditional Use Only" copies of Brochure for Temporary Plastic Safety Markers as manufactured by Bar-L-Cade.

The "Conditional Use" status is to allow further evaluation of these plastic safety markers under field conditions. If they do not perform their function in a satisfactory manner, we will require that you remove them from the project and replace them with approved plastic safety markers as listed in the Special Provisions for the above subject Contract; at no additional expense to the State.

If you have any questions, please contact this office.

Very Truly Yours,

Jerry C Street

Jerry C. Street
Project Manager

RECEIVED
NOV 23 1983
ROAD DESIGN SECTION
Versteeg
Anderson
Adams
Macnab
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Do Not File
Return To
Bring Up
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RWK: all

CC: ✓Don Adams, Final Design, Salem w/copy of Aproved as Noted Brochure
M.A. Craft, OSHD, Milwaukie.
Inspector's File w/copy
Office File w/copy

REFERRED TO
Watson Mann
Cole Stoudenmeyer
Eriksen King
Beard Bedford Leu
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By FINAL DESIGN ENGINEER

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Action

734-3122

Temporary Plastic Safety Markers

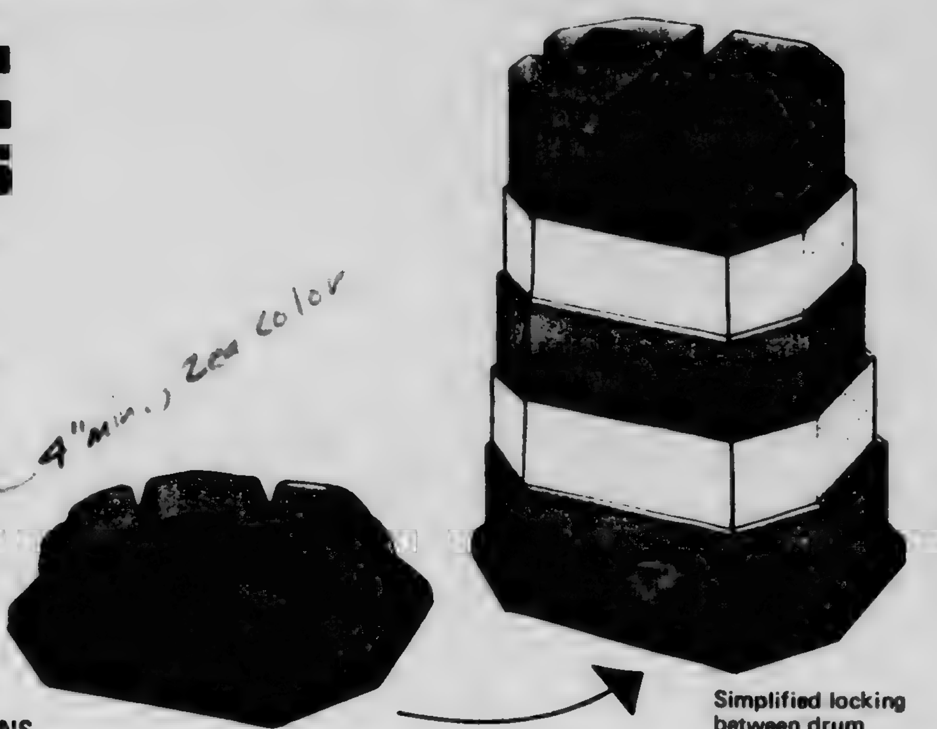
BAR-L-CADE
TRAFFIC BARRELS

From Top To Bottom . . Many Built-In Features Make This "TODAY'S IDEAL HIGHWAY CONSTRUCTION FIXTURE"

Upon impact, main drum breaks away from separate base which can be weighted with sand bags. Multiple flat sides and oblong octagonal design help keep BAR-L-CADE from rolling.

- Highly Visible In Bright Orange Polyethylene
- Available with ~~or without~~ 4" or 6" alternating strips of reflective orange and white sheeting.
- Recessed Light Wells Keep Lights In Upright Position

4" min., 2nd color



Simplified locking between drum and base

☐ APPROVED WITHOUT CHANGE
☒ APPROVED AS NOTED
☐ RETURNED FOR CORRECTION
Date: 11-22-83
OREGON STATE HIGHWAY COMMISSION
Subject to Section 105.02 §105.03 of the Standard Specifications for Highway Construction
BY

Note: Approved for "Conditional use" Only.

BAR-L-CADE SPECIFICATIONS

Material: High Impact – Low Density Polyethylene
Color: Non-Fade Safety Orange With U.V. Stabilizer
Temperature Range: -20° F. To +125° F.
Thickness: Approximately 1/8"
Total Weight: 14 Lbs.

Height: Top – 35½"
Base — 5½"
Total – 36½"
Roll Proof Design
Outside Diameter:
Top of Bar-L-Cade – 19"
Bottom of Bar-L-Cade – 23"
Base of Bar-L-Cade – 25¼"

9724

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-IX-5-6(102)303

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00090

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
NOV 18 '83
REFER TO Potter
FOR
Info | Intec | R/D | D/R | Sign | Act | File

orig 11/21

7. DATE AUTHORIZATION EFFECTIVE 11/2/83

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:
Greeley Avenue Connection to I-5

11. GENERAL DESCRIPTION OF WORK
Utility adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility adjustment

13. REMARKS

As requested by Mr. Potter's letter of 11/3/83 this will confirm the advance approval date of 11/2/83 to proceed with the adjustments to the Bureau of Water Works, City of Portland, water facilities relocation at a TEC of $61,107 Federal Funds $56,352.87. Reimbursement will be on an actual cost basis.

I approve the agreement with the City of Portland Bureau of Water Works.

The above authorization is contingent upon modification of Project Agreement if additional funds are required.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

14. DATE 11/15/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

nig 1729

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U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M-IR-9945(1)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM

Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

11-4-83

4. PROGRAM NO.

5. ITEM NO. 71411

6. TO

Mr. H. S. Coulter, State Highway Engineer
State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 11-4-83

8. FEDERAL ROUTE NUMBER FAU 9945 & Interstate 5

9. STATE ROUTE NUMBER City Street & Primary 1

10. GENERAL LOCATION:

N. GREELEY AVENUE/I-5 INTERCHANGE (PORTLAND) SECTION

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☒ OTHER *(Specify)* Program Change -- See below

13. REMARKS

As requested by Mr. Swan's October 24, 1983 letter, I approve the program change as follows:

1. Add to program date: I-5- and Primary 1.
2. Change project location to: Greeley Ave/I-5 Interchange (Portland) Section
3. Change project number to: M-IR-9945(1).
4. Add Appropriation Code 044.
5. Add under class of funds: Interstate 4R.

RECEIVED
STATE HWY ENGR
NOV 17 '83
REFER TO Potter
FOR
Info Invest R/D D/R Sign Act File

Orig to
11/17

14. DATE 11-4-83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

77-1

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VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 3, 1983

In Reply Refer to
File No.:

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter
Manager, Program Section

SUBJECT: Water Facilities Relocation
Bureau of Water Works
City of Portland
Greeley Avenue Connection to I-5
Pacific Highway (I-5)
Multnomah County
Project No. IR-IX-5-6 (102)303

Here is a copy of an estimate of cost to adjust the Bureau of Water Works, City of Portland facilities dated October 12, 1983.

A certification prepared by Richard L. Fleming as to the City's rights in the land occupied by their facilities is in our files.

A copy of the relocation letter to the Bureau dated July 5, 1983 was previously supplied to your office.

An appropriate permit for the utility's proposed relocation will not be issued as facilities occupy city street right-of-way.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a segment of facilities less than one mile in length and crossings of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the Bureau's facilities.

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REFER TO
FOR
Info | Invest | B/D | D/R | Sign | Act | File

Form 734-3122

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of November 2, 1983 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $61,607.

JMC/GAP/jh
Enc.

cc: E. S. Hunter
D. E. Swan
Jack M. Cartwright
R. L. Fleming

1729

5

November 2, 1983

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ATTN: C. T. Christianson, Area Engineer

FROM: Jack M. Cartwright
Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Federal Participation Eligibility Date
Water Facilities Relocation
Bureau of Water Works
City of Portland
Greeley Avenue Connection to I-5
Pacific Highway (I-5)
Multnomah County
Project No. IR-IX-5-6(102)303

Confirmation of your verbal authorization for the Bureau of Water Works, City of Portland, to proceed with the relocation of their water facilities in conflict with this project as of November 2, 1983 is requested. An estimate of cost has been received from the Bureau in the amount of $61,607. The estimate is presently being reviewed by Highway Accounting Section and will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of
November 2, 1983 is approved

CT Christianson
C. T. Christianson, Area Engineer

JMC/llr
cc: E. S. Hunter
D. E. Swan
E. L. Hardt
Jerry Street
R. L. Fleming
Pete Gonzalez

RECEIVED
NOV 10 1983
RR & UTILITY UNIT

RECEIVED
TECHNICAL SERVICES
NOV 10 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Stdn	Adj	File

9729.

S

October 24, 1983

Donald M. Drake Company
1740 N.W. Flanders
Portland, OR 97209

COM 5
#9729

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 9729 for work on the Greeley Avenue Connection to I-5 Section of the Pacific Highway in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Cormsen
COMMISSION SERVICES

de

Encl.

cc: United Pacific Insurance Company
825 N.E. Multnomah, Suite 300
Portland, OR 97232

United Pacific Insurance Company
Bond Department
33405 - 8th Avenue So. C-3000
Federal Way, WA 98003

bc: C. T. Keasey
Walt Hart
Robert Church
Jan Peterson
Jerry Street
L. E. George
Merle Anderson

DRAKE

DONALD M. DRAKE COMPANY
1740 NORTHWEST FLANDERS STREET
PORTLAND, OREGON
97209
CONTRACTORS/DEVELOPERS
503 226-3991

October 5, 1983

State of Oregon
Oregon State Highway Division
121 State Transportation Building
Salem, Oregon 97310

Attention: Mr. Robert Gormsen

Reference: Greeley Avenue Connection to I-5 #9729

Gentlemen:

In accordance with the specifications we wish to submit the following information regarding the identification of minority business enterprise goals.

A. Women-Owned Business Enterprises

1. Subcontractor: Herc Excavating, Inc.
148 Barker Avenue
Oregon City, Oregon 97045
Telephone: (503) 657-7851

Bid Item #	Item	Unit	Quantity	Unit Price	Total
14	Clearing & Grubbing	LS	All	LS	$ 6,000.
15	Removal	LS	All	LS	10,000.
16	Embankment	CY	50,300	3.00	150,900.
18	Finishing	LS	All	LS	6,000.
19	Top Soil	CY	480	10.00	4,800.
20	Watering	M-Gal.	260	10.00	2,600.
					$ 180,300.

B. Disadvantaged Business Enterprises

1. Subcontractor: Gervais Construction, Inc.
5655 Ferschweiler Lane
Woodburn, Oregon 97071
Telephone (503) 393-0757

Bid Item #	Item	Unit	Quantity	Unit Price	Total
1	Mobilization	LS	All	LS	$ 12,000.
70	"G" Rail	LF	550	30.00	16,500.
95	"G" Rail	LF	1,420	30.00	42,600.
113	"G" Rail	LF	480	30.00	14,400.
154	"G" Rail	LF	1,137	30.00	34,110.

Bid Item #	Item	Unit	Quantity	Unit Price	Total
193	"G" Rail	LF	470	30.00	14,100.
224	Wall "J"	LS	All	LS	9,120.
225	Wall "MR"	LS	All	LS	34,000.
228	Wall "E"	CY	230	165.00	37,950.
					$ 214,780.

2. Subcontractor: Dirt & Aggregate Interchange, Inc.
20905 N.E. Sandy Blvd.
Troutdale, Oregon 97060
Telephone (503) 661-5093

Bid Item #	Item	Unit	Quantity	Unit Price	Total
21	CTB	Ton	30,600	8.823	269,983.80
22	Cement in CTB	Ton	1,680	64.515	108,385.20
					$378,369.00

Total Disadvantaged Business Enterprises $593,149.00

We trust the above is in accordance with your request and the specifications.

Very truly yours,

DONALD M. DRAKE COMPANY

Conrad L. Ott, Jr.
Vice President

CLO;jk

cc: Peter deC. Ebert/DMD

RECEIVED
OCT - 5 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Ray Turner

975 1

5

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.
PRO 6-2

Date: October 24, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
D. E. SWAN

From: D.E. Swan, P.E.
Project Unit Engineer

Subject: Program Change
Project No. M-9945(1)
N. Greeley Ave. Connection to I-5 (Portland) Sec.
City Street
Multnomah County

I request your approval of a program change to joint finance the subject project utilizing Interstate 4R funds (Appn Code 044) to supplement urban system funds (Appn Code W36).

This request is based on Mr. Green's memo of February 20, 1980 which stated that project costs after February 12, 1980 may be charged against Interstate Funds provided the proper program changes were made.

This change will require the following revisions in project data:

1) Project No. Change to read --- M-IR-9945(1).
2) Appn Code --- Add 044.
3) Class of Federal Funds --- Add Interstate 4R.

We propose to utilize all urban system funds currently under project agreement on the project and use Interstate 4R Funds to cover the increase in final preliminary engineering costs. Justification for the increase will be submitted under separate action when received.

CL:bkb
cc: G. Zehner
J. Rose
R. Brooks
General Files

Form 734-3122

97-1

5

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

PRO

RECEIVED
STATE HWY ENGR
OCT 19 '83
REFER TO
FOR
Info | Inves | R/D | D R | Sign | Act

TO: Gary A. Potter, Manager
Program Section

DATE: October 18, 1983

FROM: Robert N. Bothman
Assistant State Highway Engineer

SUBJECT: Metro Region Programming

On October 14 Ted Spence relayed several problem areas to me with programming projects in the Metro Region. He will submit additional information on each.

The first problem involves the P.E. charge for the Greeley Ramp project in Portland. Apparently we have just notified the Region and the City of Portland a substantial additional P.E. charge against FAU. The agreement made with the City specifies, according to Ted, that once we transferred the project from FAU to 4R, (which was accomplished a couple years ago) all work thereafter should be charged to 4R. Regardless of the agreement, it appears practical that once the project is defined as a 4R project, all charges from that date forward should be 4R.

CCN 17-4

The second item involves a Walt Hart letter describing the available funds for the Terwilliger Bridge from the HBR program. Apparently the letter indicates that only $3 million of the $6 million project is available from the HBR program for the Terwilliger Bridge job. I need to get an understanding of the breakout of the HBR program into the categories of state projects, local on-system projects, and local off-system projects. With this understanding, I will probably be able to understand Walt's letter.

CCN 21-5
Dr

The third problem involves the final closeout cost on FAU projects consistently overrunning estimates which is causing trouble where the limited FAU divided between the City of Portland and the remainder of the Metro Region. Ted needs to get a handle on how to deal with these closeout cost overruns and deal within the Region.

1a l
DP

Lastly, Ted gave me his perception of the Six-Year Program Metro Region hearings. First, the consensus of the Region is to support the preliminary draft. Ted's first priority within the urban area of the region is first phase construction of the northeast Portland highway project. That northeast highway project second phase would be placed in the development section. There could be a third phase, breaking my perception of the second phase into two phases. The first phase would be on the existing right-of-way and has been designed, whereas, the second phase is the railroad overpass connection of northeast Portland

81-125-1367

highway to Columbia Boulevard. The first priority outside the urban area is the Helvetia interchange which should be placed in the Program. In addition to the above, the 158th and 185th interchanges on the Sunset should be put in the developmental section. Outside the urban area, the Wildwood-Zigzag project should have the first phase committed to construction and a second phase committed to development. There are several other smaller projects which should be considered, such as the Scappoose section and a project in West Linn. Ted's major issues, in addition to those already described, are the necessity to set up a process for funding economic development projects including cooperative efforts but with specific criteria for tapping those funds.

RNB:lb

cc Edward L. Hardt
   Ted Spence

[redacted]

5

STATE OF OREGON **INTEROFFICE MEMO**

TO: R. N. BOTHMAN, Assistant
State Highway Engineer

DATE: October 17, 1983

FROM: THEODORE A. SPENCE
Plan & Program Manager

SUBJECT: THE GREELEY/I-5 PRELIMINARY
ENGINEERING CHARGES

Sometime ago the Greeley/I-5 job was transferred from FAU to Interstate Transfer and ultimately to Interstate 4R for funding.

The initial preliminary engineering was initiated using Federal Aid Urban funding from the City of Portland. Currently, it has been identified that the preliminary engineering including design alternatives evaluated throughout the development of the project have continued to be charged to Federal Aid Urban and not Interstate 4R. Subsequently, the State is carrying a $168,000 B Code charged against the project for Federal Aid Urban funding and it appears that total preliminary engineering under FAU and match is approximately $660,000.

I received a phone call from the City of Portland questioning if the Interstate 4R should have been charged for work for the preliminary engineering following Federal and State approval for the use of the Interstate 4R.

Because of the large charge against the City of Portland's Federal Aid Urban program, Vic Rhodes has requested that I checked with your shop, and identify if the City of Portland is correct that something has fallen through the cracks when additional preliminary engineering was charged against the City of Portland's Federal Aid Urban. It was Vic's thinking that charges following the date of Federal approval for the use of Interstate 4R be charged against Interstate 4R. The City is matching the project.

TAS/b

RECEIVED
ASST STATE HWY ENGR
OCT 18 '83
REFER TO
FOR
Info	Inves	R/D	D/R	Sign	Act	File

NOTED
ROBERT N. BOTHMAN

81-125-1987

PE $660,000 (±)

= $566,280 FF

Jon Rose

TIP = $299,500 FF

Shows Obligated $393,964 FF

$168,000 B. Code

GREELEY / I-5

FAU

Gary Zelmer 8-6514

{when did we switch to FA!-4R?}

HBR – JON ROSE

$2.9 [illegible]
in 2 yr on
[illegible]
$75 Budget

[illegible]
S.W. [illegible]
[illegible]
3 [illegible]
[illegible]

97-1 5

DATE: October 3, 1983 CON 21

TO: The Honorable Victor Atiyeh
Governor of Oregon

FROM: Fred D. Miller
Director

SUBJECT: Substitute Transportation Projects Using Withdrawn
Interstate Funds

Your letter of January 15, 1982, requested I keep you informed as to the projects considered to use withdrawn Interstate funds. The projects in the Portland and Salem urbanized areas submitted during the months of July 1983 through September 1983 are:

(A) PORTLAND

1) SE 122nd Ave.-SE Jenne Rd. (Portland) Section
2) Greeley Ave. Connection to I-5 Section
3) Banfield Transitway
4) NE 47th Ave. @ NE Oregon St. (Portland) Section

(B) SALEM

1) Commercial St.-Santiam Hwy. Section

The criteria used to select these projects are based on the Region's transportation planning process which embodies a continuing cooperative approach. The projects are included in the Region's Transportation Improvement Program.

JLG:pf

bcc: H. S. Coulter
R. N. Bothman
D. E. Swan
E. L. Hardt
C. O. Fredrickson

1983 Greeley Connection to I-5 9729
Sec. Pacific Hwy. in Portland.
(Gr,pv,str,sign,ill,sig. & ldsp) #5

r]]

5

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-IX-5-6(102)303

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00090

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/24/83

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:
Greeley Avenue Connection to I-5

11. GENERAL DESCRIPTION OF WORK
Channelization and Structures

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☒ OTHER *(Specify)* Anticipated Items as shown in "PS&E" Estimate dated 8/23/83

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate as being cost effective.

Mr. Potter's 8/22/83 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $10,442,099 Federal Funds $9,622,458.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
SEP 2 '83
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig to w/att to

14. DATE 8/24/83

15. SIGNATURE OF APPROVING OFFICIAL G K Hessner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79)   PREVIOUS EDITIONS MAY BE USED

9729

City of Portland ✓

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon IR-IX-5-6(102)303
Greeley/I-5 Connection
Pacific Highway

Date: August 22, 1983

From: Division Administrator

Reply to Attn. of: HFO.6-OR

To: Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

We agree with your proposed salvage credit for the impact attenuator at station 349+00 as presented in Mr. Adams' letter of August 16, 1983. This will confirm your verbal agreement with our Area Engineer.

G. K.
for Dale E. Wilken

cc:
OSHD (D R Adams)
OSHD (G Potter)

1 Versteeg ✓
Anderson
3 Adams
2 Macnab
Stoudenmeyer
Terpin
Trout
Wekerlig

RECEIVED
AUG 24 1983
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up / /
Action

REFERRED TO OKelly
Watson Mann
Cole Stoudenmeyer
Eriksen King
Beard Bedford Lew
Return Discuss Do File
By FINAL DESIGN ENGINEER

9729

City of Portland

N

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

In Reply Refer to
File No.

1 Versteeg ✓
Anderson
Adams
krl cy Macnab
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Wakerlig

RECEIVED
AUG 23 1983
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring Up
Action

PRO 6

Date: August 22, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: PS&E Authorization Request

PS&E documents have been submitted to your department for the following Federal-Aid project and, accordingly, we are requesting your authorization to advertise for bids to be received on September 29, 1983 in accordance with FHPM 6-4-1-6, Par. (7a).

IR-IX-5-6(102)303 Greeley Ave. Connection to I-5

This is a 5 week advertising period to allow the contractors extra time to compute this larger, complicated and more costly than usual project. There are several types of work involved, they are; grading, paving, sewers, guardrail, 5 structures, concrete resurfacing, retaining walls, signing, illumination, traffic signals and landscaping.

It has been determined that it is cost effective to do the PS&E listed non-bid items of work by "Force Account" and "Extra Work".

Your concurrence and authorization to proceed with the listed items on this project is requested.

Compliance with FHPM 6-4-1-16 has been met concerning material or product selection; the plans conform to FHPM 6-7-3-2 pertaining to floodplain data; the proposal contains a certification conforming to FHPM 6-4-1-1, in regard to non-segregated facilities; the special provisions contain the latest requirements for equal employment opportunity as per FHPM 6-4-1-2.

All right of way or rights-of-entry have been acquired and all families and individuals have been relocated to decent, safe and sanitary housing with the exceptions, if any, as covered in the project specifications and right-of-way status report previously submitted. All right-of-way has been acquired in accordance with FHPM 6-4-2-1.

All necessary arrangements have been made for all utility and railroad work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State's contractor's operations. The statement is supported by a previously submitted utility-railroad status report.

In conformance with FHPM 6-4-2-1, paragraph 5j, a review of environmental impact and related statements covered in 23 CFR 771 has been made and environmental mitigating requirements have been incorporated in the design and specifications for the project.

We certify that procedures promulgated in 36 CFR Part 800 have been pursued and that implementing the subject project will not affect any properties which are included or eligible for inclusion in the National Register of Historic Places. This statement is supported by a previously submitted cultural resources report.

DAR:bkb

5

STATE OF OREGON
1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

In Reply Refer to
File No.:
PRO 6

Date: August 22, 1983

To: Executive Department
Federal-Aid Coordination Unit

ORIGINAL SIGNED BY
D. E. SWAN

From: DS Gary A. Potter, Manager
Program Section

Subject: Federal-Aid Funding Application

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for Federal-Aid funding of the following:

Item No.	Project No.	Section Name & PNRS No.
00090	IR-IX-5-6(102)303	Greeley Ave. Connection to I-5 #7607-2-1160

JLG:bkb
Enc.
cc: Dale E. Wilken, FHWA
General Files

9-129

S

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 16, 1983

In Reply Refer to
File No.:
DES 16

Dale E. Wilken, Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street
Salem, OR 97301

Greeley Avenue Connection to I-5
Pacific Highway
Multnomah County

The impact attenuator in the gore area at the southbound exit ramp to the Broadway Bridge (Station 349+00) will be salvaged.

It will be specified that the attenuator will be stockpiled at our Graham Street Maintenance Yard, which is almost directly below its present location.

The project will be credited in the amount of $1,920, which is the salvage value of the attenuator. The salvage value is estimated to be 40% of the original material cost. The original material cost is estimated to be 40% of the original installation cost, which was $12,000. Therefore:

Salvage Value = $12,000 x 0.4 x 0.4 = $1,920

The salvaging of this attenuator has been discussed with Clifford Christenson of your organization.

Your approval is requested.

J. H. Versteeg, P.E.
Road Design Engineer

by

Donald R. Adams, P.E.
Final Design Engineer

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
AUG 17 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

bc H. S. Coulter
E. S. Hunter
Gary Potter
C. T. Keasey
Ed Hardt
Steve Macnab
N. E. Mann

NEM:ja

Form 734-3122

9729

S

U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon IR-5-6(-)304
Greely/I-5 Connection
Pacific Highway

Date: August 4, 1983

From: Division Administrator

Reply to Attn. of: HFO.6-OR

To: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

We concur in the salvage credit of $2.00 per lineal foot for barrier sections salvaged on this project. The credit is outlined in Mr. Adams' letter of July 26, 1983.

G. K. Hoosner
for Dale E. Wilken

cc:
OSHD (D R Adams)
OSHD (G Potter)

NOTED
H.S.COULTER

RECEIVED
STATE HWY ENGR
AUG 8 '83
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

CON 21-10-1
Sp.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 26, 1983

In Reply Refer to File No.:
DES 16

Dale E. Wilken, Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street
Salem, OR 97301

NOTED
H.S.COULTER

Greeley Avenue Connection to I-5
Pacific Highway
Multnomah County

It is anticipated that there will be salvaged approximately 1,500 feet of existing concrete median barrier from this project.

We will specify that the barrier sections be stockpiled at our Graham Street yard, which is almost directly below their current location.

The project will be credited in the amount of $2.00 per foot, which is arrived at as follows:

1. Salvage value of concrete barrier equals $1.00 per foot.
2. Extra cost to contractor for hauling and stockpiling equals $1.00 per foot.

The salvage value is low due to difficulty in removing without damage.

We will initially credit the project for 1,500 lineal feet at $2.00 = $3,000. The credit to the project will be adjusted when the actual amount is determined.

Your approval is requested.

RECEIVED
STATE HWY ENGR
JUL 27 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Donald R. Adams, P.E.
Final Design Engineer

bc H. S. Coulter
E. S. Hunter
Gary Potter
C. T. Keasey
Ed Hardt
Steve Macnab
N. E. Mann

NEM:ja

Form 734-3122

9729

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DATE: July 21, 1983 CON 21.2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: Fred D. Miller s/ Joe Christian
Director

SUBJECT: Interstate Transfer Funded Projects
Portland Urbanized Area

Under authority granted to the Director of the Oregon Department of Transportation on January 15, 1982, by Governor Victor Atiyeh, I request your approval to use Interstate Transfer Funds for a highway project in the Portland Urbanized Area. Funds for this project are available from the withdrawal of the Mt. Hood Highway (I-80N) from the Interstate Highway System under Section 103(e)(4) of Title 23, USC.

I concur that this project is a regional priority and has been developed in conformance with the Region's continuing, cooperative, comprehensive transportation planning process.

Greeley Ave. Connection to I-5 Section
N. Interstate Ave. (FAU 9361)
Multnomah County

I have directed the Program Section of the Highway Division to process this project with your office to obligate the Federal Transfer Funds as they are authorized by the Metropolitan Service District.

cc Metropolitan Service District

bc H. S. Coulter
Gary A. Potter
Ed Hardt
JLG:pf fn

FRED MILLER

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VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 11, 1983

In Reply Refer to
File No. LEG

Diane Alessi
Ransom, Blackman & Simpson
330 American Bank Building
621 SW Morrison St.
Portland, OR 97205

Macro Manufacturing Relocation
L-7985, R-50748

Your letter of April 22 has been referred to me for a determination of the eligibility of Macro Manufacturing to appeal the denial of certain relocation expense claims.

OAR 734-01-025(1) states that:

> "Within 90 days of having been notified of a determination granting or denying eligibility for a relocation payment, or of an amount of payment under Title II of the Uniform Relocation Assistance and Land Acquisition Policies Act of 1970 (P.L. 91-646) and any regulations adopted there under, any person dissatisfied with such determination may file a 'request for appeal' upon forms provided by the Highway Division." (The complete rule is attached.)

The notification of denial of eligibility for those certain items could arguably have been made on one of three possible dates: (1) July 1, 1982, by way of letter from Douglas J. Luth, Supervisor, Relocation Section, Highway Division, to Best Way Machinery and Rigging Co., Inc., Attention Ron Goldman; (2) July 26, 1982 by way of letter from Jack L. Sollis, Assistant Attorney General and Attorney-in-Charge to David Miller, Attorney for Macro Manufacturing; or (3) September 27, 1982, by way of letter from Mr. Luth to Mr. Miller.

The completed "request for appeal," form No. 81-734-3623, was dated February 1, 1983 and signed by Mr. Callison. Even by using the last possible date of notification of denial of eligibility for those claims, September 27, 1982, the filing of the "request for appeal" was approximately 30 days after the 90 days had run for filing any request for appeal.

orm 734-3122

While Mr. Callison and his attorney, Mr. David Clark Miller, on behalf of Macro Manufacturing, may have indicated an intent to pursue the claim through an administrative hearing, the appeal was never perfected by compliance with the rule, by way of filing the request for appeal.

The Highway Division, therefore, declines to grant an extension of time for filing the request for appeal, declines to exercise any discretion it may have to waive the filing deadline, and declines to consider this appeal.

H. S. Coulter, P.E.
State Highway Engineer

NOTE: You may be entitled to judicial review of this decision under the Administrative Procedures Act, ORS 183.310 to 183.550.

DKH:lt st

bc J. B. Boyd
Jack Sollis
Douglas Luth
Dale Hormann

RECEIVED
APR 25 1983
LEGAL

RANSOM, BLACKMAN & SIMSON
ATTORNEYS
330 AMERICAN BANK BUILDING
621 S.W. MORRISON STREET
PORTLAND, OREGON 97205

JOHN S. RANSOM
MARC D. BLACKMAN
LEON SIMSON
DIANE L. ALESSI
PAMELA J. GRIFFITH
PAULA L. ABRAMS

AREA CODE 503
TELEPHONE 228-0487

April 22, 1983

Dale Hormann
Assistant Attorney General
Department of Justice-Highway Legal
113 Transportation Building
Salem, Oregon 97310

Re: Macro Manufacturing, L-7985, R-50748

Dear Mr. Hormann:

As I discussed with you in our recent telephone conversation, Mack Callison, dba Macro Manufacturing, has asked me to assist him in obtaining reimbursement from the Highway Division for his relocation expenses incurred as a result of the Greeley Avenue/I-5 Section improvement project. In a letter dated July 26, 1982 from Jack L. Sollis of your office, Mr. Callison was denied reimbursement for various expenses which he feels should be rightfully reimbursed by the division.

In subsequent letters and telephone conversations between your office and other Highway Division personnel and Mr. Callison's attorney, David Miller, it was clearly stated that Mr. Callison intended to seek review of the denial of his claim. I have enclosed copies of that correspondence for your information. Unfortunately, Mr. Miller neglected to file the Division's appeal form until January 31, 1983. Due to this delay in filing, Mr. Callison was denied his request for appeal by Douglas Luth, Supervisor of the Right of Way Relocation Unit.

As the Division was notified of Mr. Callison's request for hearing throughout September 1982, it certainly does not seem equitable to deny him a hearing. I also refer you to the letter dated January 31, 1983 from Sandra Stone of Mr. Miller's office wherein she refers to a telephone conversation with Mr. Luth. Mr. Luth did not inform Ms. Stone that Mr. Callison would be precluded from a hearing because he failed to timely file the Division's appeal form.

In light of these circumstances, I request on Mr. Callison's behalf that you allow him an administrative hearing regarding his claims. I have enclosed the original appeal form and attachment which sets forth those claims. He relied upon his attorney to pursue the correct procedures to obtain such a hearing, and was not informed that a hearing was unavailable to him until he received a copy of Mr. Luth's letter.

Thank you for your courtesy and consideration. I look forward to hearing from you.

Sincerely,

Diane L. Alessi

DIANE L. ALESSI

Encl.
DLA:lh

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
FEB 7 1983

February 3, 1983

In Reply Refer to
File No.:

Miller and Hodgson, P.C.
Attorneys at Law
1618 SW First Avenue
Portland, OR 97201

Attn: Sandra G. Stone

Relocation Appeal Request
File 50748 - Macro Manufacturing
N. Greeley Ave./I-5 Section
Pacific Highway
Multnomah County
FAP #I-5-6(97)
Your file #1045-01

Dear Ms. Stone:

I am returning the request for appeal filed by your office on behalf of Macro Manufacturing. The time limit to file such an appeal has expired. The Administrative Rule covering relocation appeals says in part "Within 90 days of having been notified of a determination granting or denying eligibility for a relocation payment or of an amount of payment under Title II of the Uniform Relocation Assistance and Land Acquisition Policies Act of 1970 (P.L. 91-646) and any regulations adopted there under. Any person dissatisfied with such determination may file a request for appeal upon forms provided by the Highway Division."

According to information contained in our file, you were notified of the Highway Divisions denial to participate in the entire Macro Manufacturing claim by letter from Jack Sollis, Assistant Attorney General, dated July 26, 1982.

Cordially,

Douglas J. Luth

Douglas J. Luth, Supervisor
R/W Relocation Unit

DJL:lm
cc: R. J. Henry
Jack Sollis
Dale Hormann
Steve Green
Macro Manufacturing

Form 734-31[illegible]

REQUEST FOR APPEAL

File No. 50748

Notification has been received in writing that I am eligible to receive as a relocation benefit $ 34,922.99, for relocation expense

This is not satisfactory to me and I wish to appeal to the Highway Division Appeals Board. I understand that to be heard my appeal request must be filed with the Highway Division within 90 days after the state has acted on a claim or 90 days after being judged ineligible to receive a specific benefit.

☒ The basis of my appeal is contained in the statement attached

☒ I desire to make an appointment and appear personally before the Appeals Board.

Mack Callison
Applicant

2-1-83
Date

9625 N. Ramsey 97203
Address

Douglas J. Luth
Right of Way Agent

APPEALS BOARD ACTION

Dist.—Displacee (2), Regional file
81-734-3623

3/77

STATEMENT OF GROUNDS FOR APPEAL

The relocation benefit did not include certain expenses directly due to the move necessitated by the State of Oregon's condemnation proceeding specifically:

$3,082.48	For removal and reinstallation of an air compressor and airline necessary for utilization of Macro Equipment at new location.
$1,849.40	Transformers to adapt machines to circuiting at new location. Appropriate "relocation" expense because new site was recommended by Relocation Assistance Advisory Service under auspices of Department of Transportation of State of Oregon.
$1,440.00	Cost of electrical panel box. Appropriate "relocation" expense because the State Department of Transportation representatives advised Macro Manufacturing that electrical improvements could not be transferred.
$ 629.47	10% General Contractor percentage for above items.
$ 508.82	Late charges incurred due to Department of Transportation's delay in payment. (Subject to increase.)
4,000.00	Attorney's Fees (Subject to increase.)
$11,433.01	TOTAL

Macro Manufacturing

Miller & Hodgson, P.C.
Attorneys at Law

David Clark Miller
Cheryl L. Hodgson

September 28, 1982

Douglas J. Luth, Supervisor
Right of Way Relocation Unit
Dept. of Transportation
Highway Division
Transportaton Building
Salem, Oregon 97310

Re: Macro Manufacturing
L-7985 R-50748
FAP No. I-5-6(97)
Our File No. 1045-01

Dear Mr. Luth:

Payment of the invoices presented by General Electric, totaling $1,602.12 is to be made directly to General Electric Distribution Support Operations, P.O. Box 2032, Seattle, Washington 98111 referencing invoice #037041.

Please be advised that our client intends to pursue his claim for the remaining relocation expenses through administrative hearing.

Very truly yours,

MILLER & HODGSON, P.C.

David Clark Miller

DCM:pac

cc: Macro Manufacturing

420 Riviera Plaza • 1618 Southwest First Avenue • Portland, Oregon 97201 • (503) 227-1979

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 27, 1982

In Reply Refer to
File No.

David C. Miller, Attorney
1618 S.W. First Avenue
Portland, Oregon 97201

RE: Relocation Payment
MACRO Manufacturing
L-7985 R-50748
Greeley Connection/I-5
Section
Pacific Highway
Multnomah County
FAP No. I-5-6(97)
Your File 1045-01

RECEIVED
SEP 28 1982

Dear Mr. Miller:

Your letter dated September 8, 1982, to Dale Hormann, Assistant Attorney General, has been referred to me for reply. I have reviewed our file and find both you and your client have been informed by letter and orally, that Federal Relocation Regulations prohibit the Highway Division from participating in certain costs, when such costs have been incurred for improvements to the replacement realty. Air lines, transformers, electrical panel boxes, etc., are within the above category and not reimbursable expenses. If this is not acceptable to your client, I ref[illegible] you to the last paragraph of Jack Sollis' July 26th letter indicating your client is entitled to a relocation hearing under the Oregon Administrative Procedures Act.

The invoices, presented by General Electric subsequent to the move, totaling $1,602.12 were expected and will be paid as soon as you provide us with payment specifics, i.e., who is payment to be made to? If payment is to be made to your client, please provide copies of paid invoices or other proof of payment.

Very truly yours,

Douglas J. Luth

Douglas J. Luth, Supervisor
Right of Way Relocation Unit

DJL:jh

cc: Dale Hormann
Rod Henry
Steve Green
Mac Callison

Miller & Hodgson, P.C.
Attorneys at Law

David Clark Miller
Cheryl L. Hodgson

September 8, 1982

Mr. Dale Hormann
Department of Justice
Attorney General's Office
100 State Office Building
Salem, Oregon 97310

Re: Relocation Payments Macro Manufacturing, L-7985, R-50748
Our File No. 1045-01

Dear Mr. Hormann:

This letter is in response to the letter of July 26, 1982 which I have received from Jack Sollis in regard to the above entitled matter. I understand that Mr. Sollis is ill, and , therefore, I am directing my response to you.

Mr. Sollis had several errors in his letter of July 26, and by this letter I want to supply you with the correct factual data and ask that we then have a meeting to attempt to resolve these matters.

The cost of the compressor was not included in Macro Manufacturing's relocation claim. A copy of the paid invoice dated 5-10-74 covering purchase of an air compressor by Mack Callison is attached. The $3,082.48 figure includes only the installation of the compressor and air line necessary for the utilization of equipment. The propriety of this charge can be verified by the independent quotation Macro Manufacturing obtained from Hydraulic & Air Equipment Co. to do this same work.

As to Macro choosing to locate in this industrial park, the South Rivergate Industrial Area was recommended to them by the "Relocation Assistance Advisory Service", sponsored by the State of Oregon, Department of Transportation. Therefore, and because of this recommendation, the cost of adapting Macro Manufacturing's machinery to operate on the only available power is a legitimate relocation expense.

Regarding the third item, the electrical panel box, Macro Manufacturing agrees it could have used the panel box which they left behind in the old building. However, Macro Manufacturing was advised by the State, that they could not remove electrical improvements. Attached are State inventory sheets with photos showing panel boxes and electrical items, marked in red by the State.

Also enclosed are statements from General Electric for expert services in installilng Macro's lathe which were submitted directly to Macro, apparently by mistake.

Very truly yours,

MILLER & HODGSON, P.C.

David Clark Miller

DCM:pac

Encl.

cc: Mr. Mack Callison

9729

5

STATE OF OREGON

INTEROFFICE MEMO

TO:
E. S. Hunter
Assistant State Highway Engineer
Technical Services Branch

DATE: February 4, 1983

DES 23
8782A

FROM:
Walter J. Hart
Walter J. Hart, P.E.
Bridge Engineer

SUBJECT:
Alternate Bridge Designs
Greeley Avenue Connection to I-5
BRS 8782A,16534,16536,16350

The FHWA in their February 1, 1983, letter of approval on the preliminary submittal for the subject project have requested that alternate bridge designs be developed. This is consistent with our preliminary studies which indicated that the steel and concrete alternates are approximately equal in cost. I would concur with the FHWA that it is appropriate to develop the steel and concrete alternates on this project.

The Greeley Avenue--I-5 Project is currently scheduled for a May 26 letting. It will be necessary to set the letting date back to July 1983 in order to develop plans for both alternates. The size of the project is such that I would recommend a four or five week advertising period.

WJH:jrb

Attachment

APPROVED
E. S. Hunter
Date 2-8-83

RECEIVED
TECHNICAL SERVICES
FEB 4 '83
REFER TO
Hart
FOR
X

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project IX-9945(-)
Greeley Ave to I-5 Ramp Structures
Br Nos 16536, 16534, 16350 & 8782A

Date: February 1, 1983

From: Division Administrator

Reply to Attn of: HBR-OR

To: Mr. E. S. Hunter, Asst State Hwy Engr for Tech Serv
Attn: Mr. Walt Hart, Bridge Engineer

RECEIVED
TECHNICAL SERVICES
FEB 2 '83
REFER TO
Hart
FOR

Info	Inves	R/D	D/R	Sign	Act	File
	✓					

cc al...

We have reviewed the preliminary plan submittal for the Greeley Avenue connection to I-5 and have the following comments:

Bridge 16358 - I-5 Greeley Avenue Off-Ramp
Superstructure: Precast concrete beams are acceptable.
Substructure: See comments on Bridge numbers 16534 and 16538. Piles are acceptable.

Bridge 16534
Superstructures: We feel that precast beams with a cast-in-place section should be bid with an alternate in steel. Please proceed accordingly.
Substructure: The displacement piles proposed are acceptable to us. We feel, however, there is some indication that shorter piles than proposed might be possible. We therefore recommend a test pile program to verify pile lengths (note poured-in-place test piles were only 31' and had an ultimate capacity of 90-100 tons. Also, ultimate loads on the treated timber piles (25-39' length) were up to 165 tons and we think the failure was by crushing.)

Bridge 16535
Superstructure: Alternates of cast-in-place concrete box girders or composite steel beams as you described them, are acceptable to us.
Substructure: Displacement piles are acceptable. The comments for test piles previously mentioned are applicable and the cost savings for just briges 16534 and 16535 should be at least $32,000. End bents proposed on the reinforced earth fills would be acceptable to us provided most of the settlement is removed by preloading and the abutments designed for jacking if need be. The comment is also applicable to bridge number 16534.

Bridge 8782A
Superstructure: To match the existing Eliot School viaduct is acceptable.
Substructure: If the above piling comments are applicable they should be considered (we have no foundation report).

RECEIVED
FEB -3 19
NOTED
W.L. HART

Walls: We encourage the use of the reinforced earth type walls. sufficient foundation information must be taken to verity settlement and assist in deciding a preloading program.

We approve the above projects subject to the above comments.

J Hatchell
for/ Dale E. Wilken

97-1

5

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
DES 23
8782A
16358
16534
16535

January 17, 1983

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: ORIGINAL SIGNED
WALTER J. HART

Walter J. Hart, P.E.
Bridge Engineer

SUBJECT: Greeley Avenue to I-5 Ramp Structures
Greeley Avenue Connection to I-5 Section
Pacific Highway (I-5)
Multnomah County

RECEIVED
TECHNICAL SERVICES
JAN 18 '83
REFER TO
FOR
Info Invest R/D O/R Sign Act File

NOTED
E. S. HUNTER

Enclosed are five reduced prints of Drawings 37854 through 37862, 38027, and 35741 through 35747, which are the preliminary plan and elevation drawings and vicinity maps for the structures on this project. Three copies of each foundation report are also included.

The project provides an interchange for traffic between Greeley Avenue (from Swan Island and other industrial facilities) and Pacific Highway (I-5) south of the Fremont Bridge.

The I-5 to Greeley Avenue Off Ramp structure, Bridge 16358, carries northbound traffic exiting I-5 toward Greeley Avenue. New construction matches that of the existing structure where the two are physically attached along the flared widening. Precast concrete beams are used for the independent portion and were selected for their low cost. Modifications to Borthwick Avenue are required to allow columns for extending the existing bent.

The Greeley Avenue Overcrossing of Interstate Avenue structure, Bridge 16534, carries the ramp traffic from Bridge 16358 across Interstate Avenue to Greeley Avenue NB. Either precast prestressed concrete beams with a cast-in-place section over the interior bent or continuous composite steel beams can be used satisfactorily. Cost estimates show both systems to be nearly equal in construction costs.

The Greeley Avenue to I-5 On Ramp structure, Bridge 16535, carries traffic from Greeley Avenue SB, across Interstate Avenue and onto I-5 Southbound. Either cast-in-place, post-tensioned concrete box girder construction (with precast concrete beams over Interstate Avenue) or continuous composite steel beams can be used for the independent portion, and cost estimates indicate only a small cost advantage for the concrete option. Where the new construction is physically attached to the existing structure along the flared widening, structure type will match the existing.

The Eliot School Viaduct Widening, Bridge 8782A, will provide an additional lane for traffic on the southbound lanes of I-5. Construction will match the existing structure.

The existing structures are to be overlaid with latex-modified concrete to upgrade and protect the existing decks and improve the riding surface at the junction between old and new construction where the existing curb must be removed.

The existing median on I-5 is relocated to provide an additional lane for the I-5 southbound traffic through this weaving location.

During construction, the traffic on Interstate and Greeley Avenues as well as I-5 are maintained using staged construction.

In addition to the structures, extensive retaining walls are required for the approach ramps along Greeley Avenue, and it is anticipated they will be designed for the Reinforced Earth System. Additional alternates will be included if appropriate.

The estimated costs for these structures, based on approximate quantities and including an allowance for engineering and contingencies, are:

Bridge 8782A	$ 325,000
16358	1,200,000
16534	525,000
16535	1,670,000
Latex Overlay	$1,200,000
Wall A	$ 415,000
B	460,000
C	460,000
J	165,000
D	390,000

We request your approval of these preliminary structures. If you do not feel alternate designs are required for Bridges 16534 and 16535, we will select one of the options for final design. If alternates are required, we will prepare designs for both options, but this extra work will postpone the contract letting approximately three months.

JEB:jrb

Enclosures

cc: ✓E. S. Hunter
D. E. Swan
J. H. Versteeg /w/ 1
Metro Region /w/ 3
Environmental /w/ 1
Traffic Engineer (Pat McLaughlin) /w/ 1

97-39

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9926(8)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 90014

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10/8/82
8. FEDERAL ROUTE NUMBER FAU 9926
9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
I-5 Freeway - North Greeley Avenue

11. GENERAL DESCRIPTION OF WORK
Furnish PROM 039 for Controller

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of project agreement if additional funds are required, I approve the advance authorization date of 10/8/82 as requested in Mr. Keasey's letter of 11/16/82 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 6 is approved for a TEC of $550 Federal Funds $468.

(Furnishing of State owned materials, as well as any local govenment agency, must be requested in advance and approved)

RECEIVED
STATE HWY ENGR
NOV 30 '82
REFER TO [illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to
11/30

14. DATE 11/23/82
15. SIGNATURE OF APPROVING OFFICIAL
16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

71-7

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9926(8)

5

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90014

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10/20/82

8. FEDERAL ROUTE NUMBER FAU 9926

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
I-5 Freeway - North Greeley Ave.

11. GENERAL DESCRIPTION OF WORK
Signal controller testing

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 10/20/82 as requested in Mr. Keasey's letter of 11/17/82 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 5 is approved for a TEC of $1,425 Federal Funds $1,211.

RECEIVED
STATE HWY ENGR
NOV 30 '82
REFER TO [illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to
11/30

14. DATE 11/23/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

7727

CON 21-10-15
Sp.

November 4, 1982

1983 Interstate Cost Estimate
Greeley Ramps to connect with I-5.

SEE: CON 21-1-1

9721

5

August 6, 1982

City of Portland
City Hall
1220 S.W. Fifth Avenue
Portland, OR 97204

AGR 4-1

Attention: George Yerkovich
Auditor

MISC. CONTRACTS and
AGREEMENTS No. 5923

Gentlemen:

Attached for your files are two fully executed copies of a letter-form supplemental agreement concerning construction of the I-5/Greeley Avenue Interchange project on Pacific Highway, No. 1.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
Attachment

bc: Don Harwell

CON 21-10-1
Sp

April 10, 1980

AGR 4

City of Portland
City Hall
Portland, OR 97204

MISC. CONTRACTS and
AGREEMENTS No. 5923

Attention: George Yerkovich
Auditor

Gentlemen:

Attached for your records are two fully executed copies of an agreement covering the Greeley Avenue-I-5 Ramp connections.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN/gnk

Attachment

bc: Don Harwell
(agree. attached)

9721 5

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

5-4-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9926(5)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90014

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/4/82

8. FEDERAL ROUTE NUMBER FAU 9926

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
North Basin Avenue - Pacific Highway (Portland) Section

11. GENERAL DESCRIPTION OF WORK
Withdraw project

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See below

13. REMARKS

As requested in Mr. Swan's letter of 5/4/82 I approve the withdrawal of the subject project.

(Note: R/W was acquired by EDA Grant)

RECEIVED
STATE HWY ENGR
MAY 17 '82
REFER TO Moehring
FOR
Info	Inves	R/D	D/R	Sign	Act	File

Orig to
5-17-82

14. DATE 5/4/82

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hosmer

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

5

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: E. L. Hardt
Metro Region Engineer

DATE: April 1, 1982

FROM: R. N. Bothman, Assistant State
Highway Engineer for Administration

NOTED
H. S. COULTER

SUBJECT: City of Portland Funding
Powell Boulevard and Greeley I-5

Ted and I met with Mark Gardner and Dick Schmidt, City of Portland, on March 31 to review the cash flow funding of the City's match of two projects as layed out in the attached memos.

I have agreed that we would establish a fixed amount of anticipated match money from the City at the beginning of each fiscal year and then pick up the balance the last fiscal year of each of those two projects as outlined in the memo from Dave Moehring.

The next step would be for Ted to draft the construction finance agreements for the two projects. That should be initiated immediately on both projects in order that it is accomplished when we want to go to bid in September on Powell, and in January on Greeley Ramps.

lb

Att.

cc Ted Spence
D. H. Moehring
V. E. Skoog

4/5 Bob. —
Greeley Ramp project depends on FAI-4R appropriation for FY 1984 in next STA. — Last projection I saw was for only 12,000,000. — However we may be advancing Marquam Bridge Overlay and Emigrant Hill projects which would help. —
HSC

SCOTT

Current 6 Yr Program FY 1983
Schedule 2Qtr 83 (Oct-Nov-Dec 82)
Ready Date Jan 83.
Anticipate 4R Bal. 9/30/82 ($2.5-$5.8M)
B

RECEIVED
STATE HWY ENGR
APR - 5 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: March 31, 1982

File No: MSD 51

TO: JON ROSE
Federal Aid Specialist

FROM: THEODORE A. SPENCE
Plan and Program Manager

SUBJECT: Construction/Finance Agreements for Greeley Ramp Project and Powell Boulevard Phase II Project

Bob Bothman and I met with Dick Schmidt and Mark Gardner of the City of Portland and have worked out an agreement where the Greeley project finance agreement should be written in such a manner as the match deposit for fiscal year 1983 would be $250,000 and the fiscal year 1984 and 1985 should be the estimates on the attached. Similarly, we worked out an agreement on Powell. The first match from the City would be $250,000 for fiscal year 1984 with the remainder at $205,000 stated as an estimated deposit for FY 1985 (see attached). Would you please pursue the development of these construction/finance agreements?

po

cc: R. N. Bothman

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: R. N. Bothman
Assistant State Highway Engineer

DATE: March 23, 1982

FROM: D. H. Moehring
Program Management Engineer

SUBJECT: Local Match Financing
City of Portland
Major Multi-Year Projects

Your letter of March 3 directed me to develop the anticipated local match requirements for the Powell Boulevard Phase II and the Greeley Ramp projects.

I have done this on an annual basis since the City budgets annually and have determined what the match requirements will be for fiscal '83, '84 and '85 on the Greeley project and fiscal '84 and '85 on the Powell Boulevard project.

I would recommend that in your negotiations with the City you try to get each fiscal year's match deposited with us not later than the first day of the fiscal year.

Need const. finance agreement

DES:ab

RECEIVED
STATE HWY ENGR
MAR 24 '82
REFER TO
FOR
Info | Inv. | R/D | D.R | Sign | Act | File

For ~ 734-3106

Job No. ....

Sheet .... of .... Sheets

OREGON STATE HIGHWAY DIVISION

Calculations re BOND FUND DISTRIBUTION ON POWELL BLVD. (ROSS IS. BR. - 92ND AVE.)

Made by G 3-12 1982 Checked by .... 19.. Backchecked by .... 19..

STATE BOND FUNDS - POWELL BLVD. (GROUP 5)

BOND FUNDS APPROVED	$3,300,000
LESS FRONT AVE. P.E. (BURNSIDE BR - HAWTHORNE BR.)	49,595
LESS FRONT AVE. CONST. (" " " ")	315,000
LESS POWELL P.E. PRIOR TO FED. PART.	190,957
BALANCE	$2,744,448
LESS P.E. POWELL 1 1X-24(4) GR5	34,254
LESS CONST " " 1X-24(8) GR5	564,685
LESS P.E. & CONST. (CLEVELAND SCHOOL & PARRY CENTER)	13,836
LESS R/W POWELL 1 1X-24(7) LESS PARKING A & B	298,563
LESS R/W POWELL 2 1X-24(23) ALL	1,105,884
LESS CONST. 82ND - 92ND 1X-24(29) ALL	166,106
~~LESS PE POWELL~~ 2 1X-24(5) GR. 5	37,635
BALANCE FOR CONST. 52ND - 82ND SECTION =	$523,485

CONST. EST. 52ND - 82ND	(SCHEDULE) 9-23-82	$6,509,000
LESS FED. FUNDS 85%		5,532,650
MATCH - 15%		$976,350
LESS BALANCE OF BOND FUNDS	use int.	523,485
CITY SHARE OF THE MATCH	=	$452,865

24 MONTH CONTRACT (AWARD OCT. 1 82 - FIRST CONT. PAYMENT NOV. 1 82)

BOND MATCH = 54% = 13 MONTHS

CITY MATCH = 46% = 11 MONTHS BEGINNING JAN. 1, 84

$41,170/MONTH

{ FISCAL YEAR 1984 - $~~247,020~~ 250,000 ←

" " 1985 - 205,845 est. at [illegible]

Job No. ....

Sheet .... of .... Sheets

OREGON STATE HIGHWAY DIVISION

Calculations for LOCAL MATCH BY CITY OF PORTLAND - GREELEY AVE - I-5 INTCH.

Made by E 3-12 1982 Checked by .... 19...... Backchecked by .... 19......

GREELEY AVE. - I-5 INTCH.

CONST. EST.	$12,200,000
LESS FED. FUNDS (92%)	11,224,000
CITY MATCH (8%)	$976,000

24 MONTH CONTRACT 26 DEC. 82 LETTING

$40,667/MONTH

AWARD JAN. 1, 1983 - FIRST CONTRACT PAYMENT FEB. 1, 1983

→ FISCAL YEAR 1983 - $203,335 (5 MONTHS) 250,000

July 1983 FISCAL YEAR 1984 - 488,000 (12 ")

July 1984 FISCAL YEAR 1985 - 284,665 (7 ") } (est)

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: March 3, 1982

File No:

TO: DAVE MOEHRING
Ass't State Highway Engineer

FROM: ROBERT N. BOTHMAN Robert N. Bothman by P.O.
Administrator

SUBJECT: Local Match Financing
City of Portland
Major Multi-Year Projects

I have advised Dick Schmidt, City of Portland, that we would be agreeable to some type of a multiple payment of the match for major multi-year projects accomplished for the City of Portland.

He requested that we provide him a tentative schedule of match requirements for the Powell Boulevard phase II project and the Greeley Ramp project.

Essentially, he seemed to be trying to develop the match requirements for their FY 1983 budget starting July 1, which they are now preparing for council. He indicated that probably they were interested in providing the match on a fiscal year basis, their fiscal year being the same as ours. They might, however, be interested in a semi-annual or quarterly advance payment to provide for match of these two major projects.

I advised him that I would have you pencil out the anticipated match for the Powell and Greeley projects on a monthly basis after which we could sit down and discuss what the City is trying to accomplish.

po

9729

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M-9945(1) S

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 71411

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 1-27-82

8. FEDERAL ROUTE NUMBER FAU 9945

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
North Greely Ave. Connection to I-5 (Portland) Section

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change
See below

13. REMARKS

As requested in Mr. Swan's letter of 1-14-82 I approve the revised Preliminary Engineering costs to a TEC of $458,000 - Federal Funds $392,964.

(Increase TEC $110,000 - Federal Funds $94,380)

RECEIVED
STATE HWY ENGR
JAN 28 '82
REFER TO Moehring
FOR
Info Inves R/D D/R Sign Act File

orig
1-28-82

14. DATE 1-27-82

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9729

5'

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

12-15-81

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9926(5)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 90014

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 12/15/81
8. FEDERAL ROUTE NUMBER FAU 9926
9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
North Basin Avenue - Pacific Highway (Portland)

11. GENERAL DESCRIPTION OF WORK
Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change
See below

13. REMARKS

As requested in Mr. Swan's letter of 12/11/81 I approve the program change deleting Files #34 and 37 and revise total cost of project to a TEC of $171,473 Federal Funds $145,752.

(Decrease funds TEC $57,657 Federal Funds $49,008 appropriation code 823)

RECEIVED
STATE HWY ENGR
DEC 23 '81
REFER TO [illegible]
FOR
Info [illegible] R/D [illegible] [illegible] Act

14. DATE 12/15/81
15. SIGNATURE OF APPROVING OFFICIAL
16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

71-7

5

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

December 11, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Program Change
Project No. IX-9926(5)
Basin Ave.-Pacific Hwy. (Portland) Sec.
Multnomah County

I request your approval of a minor program change on the subject project to delete parcels 34 & 37 which will reduce the estimated total cost and federal funds as indicated below.

	TEC	FF	Appn Code	%
Present	$171,473.00	$145,752.00	823	85
Previous	229,130.00	194,760.00	823	85
Difference	$ 57,657.00	$ 49,008.00	823	

Funds released by approval of this program change are to be utilized to fund an increase on IX-9926(2), which was forwarded under separate action.

Enclosed are copies of a revised project agreement estimate and modification of project agreement for the project.

CL:bkc
Attachments

cc: J. Rose
E. Mershon
G. Zehner
General Files

Form 734-3122

7729

5

CITY OF
PORTLAND, OREGON
OFFICE OF THE MAYOR

Francis J. Ivancie, Mayor
1220 S.W. 5th Avenue
Portland, Oregon 97204
(503) 248-4120

December 7, 1981

DEC 28 '81
REFER TO
FOR
Info

DOT DIRECTOR
DEC 24 '81
REFER TO
FOR
File

orig 12-29

OTC
ANTHONY YTURRI CHAIRMAN
% YTURRI ROSE BARNHAM & EHERT
89 SW 3RD AVE
PO DRAWER S
ONTARIO OR 97914

Dear Chairman Yturri:

We have reviewed the updated (November 1981) Proposed Six-Year Highway Improvement Program. The adjustments made to advance the Greeley to I-5 Connection and the I-405 Extension are deeply appreciated. The time and effort you, and the other members of the Commission, have spent in reviewing the plan and receiving public testimony has been substantial. On behalf of the citizens of the City of Portland we would very much like to commend you.

Attached is the October 22, 1981 testimony offered by Commissioner Lindberg. We would like to take this opportunity to reiterate that the testimony is that of the City and is strongly endorsed by the entire Council. As is pointed out in the testimony, the City's three top priority projects are:

1. Greeley to I-5 Connection
2. I-405 Extension
3. East Marquam Bridge Interchange.

These projects are critical to the continued economic growth of the Portland region.

Again, thank you for your personal dedication to the economic development, livability, and transportation system of the State.

Sincerely,

Francis J. Ivancie, Mayor

Charles Jordan, Commissioner

Mildred Schwab, Commissioner

Mike Lindberg

Mike Lindberg, Commissioner

Margaret Strachan, Commissioner

FJI:VFR:mmc

Attachemnt

TESTIMONY OF THE CITY OF PORTLAND
ON THE OTC SIX-YEAR PLAN
10-22-81

I AM MIKE LINDBERG, COMMISSIONER OF PUBLIC WORKS OF THE CITY OF PORTLAND. I AM HERE THIS EVENING TO OFFER TESTIMONY ON BEHALF OF THE PORTLAND CITY COUNCIL. OVER THE PAST SEVERAL WEEKS THE CITY STAFF AND COUNCIL HAVE REVIEWED, IN DETAIL, THE PROPOSED 6-YEAR PLAN. BASED ON THAT REVIEW THE COUNCIL CANNOT SUPPORT ADOPTION OF THE PRELIMINARY 6-YEAR PLAN.

- THE PLAN TOTALLY IGNORES THE ABSOLUTE NECESSITY OF INTERSTATE SYSTEM ACCESS TO TWO MAJOR INDUSTRIAL AREAS AND PROVIDES ONLY TOKEN SUPPORT FOR A THIRD.

- THE PLAN DOES NOTHING TO REMEDY EXISTING SYSTEM FAILURES ON I-5 WHICH EFFECT SOME 109,000 VEHICLES A DAY.

THE IMPORTANCE OF THE INTERSTATE SYSTEM IN THE PORTLAND METROPOLITAN AREA CANNOT BE OVERLOOKED. IT SHOULD BE NOTED THAT THE PORTLAND METROPOLITAN AREA IS THE INDUSTRIAL, TRANSPORTATION AND SHIPPING HUB OF THE STATE PROVIDING FACILITIES FOR

- AIR PASSENGER'S TOTALING 3,870,000 AND 44,600 TONS OF AIR FREIGHT ON 210,600 FLIGHTS ANNUALLY.

- RAIL PASSENGERS TOTALING 257,500 AND 50 MILLION TONS OF RAIL FREIGHT ANNUALLY.

- THE MAJOR PORT OF THE STATE HANDLING 15.6 MILLION TONS OF CARGO ANNUALLY.

A STRONG INTERSTATE SYSTEM IN THIS REGION, WHICH PROVIDES GOOD ACCESS TO INDUSTRIAL AREAS IS CRITICAL IN SUPPORTING PORTLAND'S AND THE STATE'S ECONOMIC DEVELOPMENT AND EMPLOYMENT GOALS. SUBSTANTIAL CAPITAL INVESTMENTS HAVE ALREADY BEEN MADE WHICH REQUIRE THE SUPPORT OF THE INTERSTATE SYSTEM, NAMELY

- THE PORT OF PORTLAND'S SWAN ISLAND INDUSTRIAL PARK PROVIDING 6,000 ADDITIONAL JOBS WHEN FULLY DEVELOPED.

- IMPROVEMENTS TO THE CENTRAL EASTSIDE INCLUDING STREET RECONSTRUCTION AND THE PRODUCE ROW DEVELOPMENT. THIS AREA EMPLOYS SOME 11,000 PEOPLE.

- THE NW INDUSTRIAL AREA WHERE SUBSTANTIAL ARTERIAL STREET IMPROVEMENTS HAVE BEEN UNDERTAKEN WITH MORE SCHEDULED FOR 1983, 1984 AND BEYOND.

THE CITY OF PORTLAND, IN CONJUNCTION WITH THE OTHER GOVERNMENT AGENCIES IN THE REGION, HAS DEVELOPED A COORDINATED TRANSPORTATION PROGRAM, USING FUNDS FROM A MULTIPLICITY OF SOURCES, WHICH IS DESIGNED TO

PROVIDE THE GREATEST NUMBER OF JOBS AT THE LEAST COST. THE PROPOSED PLAN DELAYS OR DELETES SEVERAL CRITICAL, HIGH PRIORITY PROJECTS WHICH WERE INCLUDED IN THE PREVIOUS 6-YEAR PLAN. WITHOUT THESE CRITICAL LINKS THE SYSTEM WILL NOT FUNCTION. THEREFORE THE CITY OF PORTLAND REQUESTS THAT THE OREGON TRANSPORTATION COMMISSION RE-EXAMINE THE PROPOSED 6-YEAR PLAN AND RESTORE THOSE PROJECTS TO THEIR ORIGINAL PRIORITY ON A STATE-WIDE BASIS. THE CITY IS NOT REQUESTING ANY NEW OR ADDITIONAL PROJECTS BE INCLUDED IN YOUR PROGRAM.

PORTLAND HAS CUTBACK THE SCOPE OF SEVERAL TRANSPORTATION PROJECTS IN ORDER TO MEET MORE TRANSPORTATION AND ECONOMIC DEVELOPMENT OBJECTIVES WITH THE LIMITED FUNDS AVAILABLE. A GOOD EXAMPLE OF THIS IS THE I-505 NW FREEWAY PROJECT WHICH WAS REDUCED FROM A THREE MILE ELEVATED FREEWAY TO A SHORT FREEWAY STUB ACCOMPANIED BY IMPROVEMENTS TO THE ADJACENT ARTERIAL STREETS. IN TURN WE HAVE EXPENDED WITHDRAWAL FUNDS TO IMPROVE TRANSIT AND TO ASSIST IN RIDESHARING IN ORDER TO REDUCE THE NEED FOR NEW HIGHWAYS. THE VAST MAJORITY OF THE PORTLAND REGION TRANSPORTATION PROJECTS HAVE BEEN PHASED AND STAGED OVER MULTIPLE YEARS TO BETTER SPREAD THE CAPITAL DOLLAR REQUIREMENTS IN VIEW OF STATIC OR DECREASING RESOURCES. WE BELIEVE THAT THE SCOPE AND COST OF ALL TRANSPORTATION PROJECTS SHOULD REFLECT THE PRESENT AND FUTURE TRAVEL DEMANDS, SAFETY ISSUES, ECONOMIC GROWTH DEVELOPMENT STRATEGIES AND INCREASE IN EMPLOYMENT OPPORTUNITIES.

THE PORTLAND CITY COUNCIL RECOGNIZES THAT THIS IS A TIME OF EXTREMELY TIGHT BUDGETS AND CUTBACKS AT EVERY LEVEL OF GOVERNMENT. OVER THE

PAST SEVERAL YEARS PORTLAND HAS HAD TO TRIM ITS PROGRAMS AND RE-EVALUATE ITS PRIORITIES TO ENSURE THE ABSOLUTE BEST INVESTMENT OF OUR LIMITED MONETARY RESOURCES. WE ARE WELL AWARE THAT THE OREGON TRANSPORTATION COMMISSION IS IN A SIMILAR PLIGHT. HOWEVER THE CITY'S ANALYSIS IS THAT THE ALTERNATE PROGRAM I WILL PRESENT TO YOU TONIGHT WILL PROVIDE A MORE POSITIVE IMPACT ON ECONOMIC DEVELOPMENTS THAN THE PRELIMINARY PLAN.

THE COUNCIL'S SPECIFIC RECOMMENDATIONS INCLUDE THE PHASING OF ALL PROJECTS THROUGHOUT THE STATE AS HAS BEEN DONE IN THE PORTLAND AREA. IN THIS WAY, THE OREGON TRANSPORTATION COMMISSION CAN PROVIDE FOR THE MOST CRITICAL ECONOMIC DEVELOPMENT AND SAFETY NEEDS OF EACH REGION OF THE STATE.

THERE ARE THREE PROJECTS WHICH THE PORTLAND CITY COUNCIL CONSIDERS TO BE OUR TOP PRIORITY FOR INTERSTATE FUNDING. THEY ARE:

- THE GREELEY/I-5 CONNECTION
- THE I-405 EXTENSION
- THE EAST MARQUAM BRIDGE INTERCHANGE

EACH OF THESE THREE PROJECTS:

- SUPPORT ECONOMIC DEVELOPMENT AND PROVIDE EMPLOYMENT OPPORTUNITIES.
- DIRECTLY CONNECT WITH PREVIOUSLY CONSTRUCTED IMPROVEMENTS.

o Help to maintain the economic strength and vitality of Portland as the transportation hub of the State.

We request that the Greeley/I-5 Project be retained for construction in 1982. The proposed plan delays this critical project by 4 years.

This project is the third of a series which completes the transportation connections necessary to develop over 150 acres of centrally located industrial land on Swan Island thereby creating 6,000 new jobs. This transportation link allows the industrial development without adversely affecting adjacent neighborhoods with additional traffic noise, air quality reduction and congestion.

The companion projects, Basin/Going Interchange and the Going Street Noise Mitigation Project are presently in progress. The Interchange Project is now under construction and contracts will be let in early 1982 to complete the Noise Mitigation Project.

Design and right-of-way acquisition for the Greeley Project will be complete in February 1982. Since the Port is committing substantial development funds and the City is providing the local match money for the Greeley Project, we feel that this project should move into the construction phase in 1982 without delay.

The long awaited I-405 Extension should be identified for construction in 1985. This Project:

- Serves the northwest area at a considerably lower cost than the previous alternative -- I-505.

- Eliminates existing safety hazards.

  and

- Interconnects with other arterial street improvements projects.

The proposed 6-Year Plan deletes this project which has had a long term sponsorship by the City, METRO, and ODOT. The City and State will begin construction of the arterial street improvements in 1982 using Interstate Withdrawal Funds. Without the completion of the I-405 Extension, access to and from the Fremont Bridge/I-405 System will constitute the weakest link in that localized transportation system. Present traffic conjestion in that area prohibits enhanced land use and restricts creation of employment opportunities.

For the record, when the I-505 Freeway was withdrawn, the City and the region specified that the withdrawal was approved only if ODOT moved expeditiously to complete the replacement projects. The OTC accepted this condition and as a result, $35 million in Federal Highway Funds, earmarked for the Metropolitan Area, were made available to the rest of the State. By deleting this project, the OTC is ignoring it's prior commitments. We, therefore, request that the OTC include this project for construction in 1985 and reaffirm it's commitment by identifying in the 6-Year Plan the right-of-way acquisition funds necessary for this project in 1982, 1983 and 1984.

THE EAST MARQUAM BRIDGE INTERCHANGE WILL:

- PROVIDE DIRECT FREEWAY ACCESS TO THE 11,000 EMPLOYEE CENTRAL EASTSIDE INDUSTRIAL AREA.

- IMPROVE THE I-5/I-84 INTERCHANGE.

AND

- DIRECTLY CONNECT THE MCLOUGHLIN REGIONAL CORRIDOR WITH I-5.

DIVIDED INTO 5 PHASES, THE MARQUAM PROJECT, SPREADS THE DEMAND FOR FUNDING OVER SEVERAL YEARS. PHASE 1, WATER AVENUE RAMP SUBSTRUCTURE SHOULD BE INCLUDED IN THE 1983 PROGRAM. THE SUPERSTRUCTURE, PHASE 2, SHOULD THEN FOLLOW IN 1984. COMPLETION OF THESE TWO PHASES WILL THEN PROVIDE THE LINK BETWEEN THE INDUSTRIAL AREA AND I-5 AT A COST OF $25 MILLION.

PHASES 3 AND 4 MAY THEN BE SCHEDULED IN 1986. THESE PHASES PROVIDE FOR THE IMPROVEMENTS TO THE MAINLINE, THE INTERCHANGE TO EASTBOUND I-84 AND SOME PREPARATORY WORK FOR THE MCLOUGHLIN CONNECTION.

PHASE 5, WHICH PROVIDES THE CONNECTION BETWEEN MCLOUGHLIN AND I-5 MAY BE DEFERRED UNTIL 1987 AND PHASED IN WITH OTHER PLANNED IMPROVEMENTS ON THE MCLOUGHLIN CORRIDOR.

IN ADDITION, WE REQUEST THAT RIGHT-OF-WAY ACQUISITION FOR THIS PROJECT BE IDENTIFIED IN THE 6-YEAR PLAN BEGINNING IN 1982.

In addition to the three projects already discussed, there are other projects deleted by the proposed 6-Year Plan, which have a significant impact on existing traffic congestion and system failures on I-5. Namely:

- The Jantzen Beach/Delta Park Interchange
- I-5 North TSM

  and
- North/South Tigard Interchange

We request that these projects be subdivided into distinct phases, spread over several years and programmed into the proposed 6-Year Plan. Our analysis indicates that some phases of these projects could be identified for construction as early as 1985.

The I-5 North TSM Project, which is currently estimated to cost $95 million, has been disapproved for funding by the Federal Department of Transportation and, therefore, deleted from ODOT's 6-Year Plan. We request that it be re-evaluated and downscoped to the range of $5 million. Our technical staff indicates that a project in the $5 million range could provide a significant capacity increase without having to make costly interchange improvements.

The Jantzen Beach/Delta Park Interchange, also known as the Slough Bridge Project, seriously impacts the interstate traffic between Oregon and Washington. Multiple phasing of this project could bring the entire improvement on-line during the next six years. With

PRESENT DAILY TRAFFIC OF OVER 109,000 VEHICLES PER DAY, I AM SURE THAT ANY SAFETY AND ACCESS IMPROVEMENTS WOULD PROVE HIGHLY BENIFICIAL.

IN ORDER TO ACCOMPLISH THE ADVANCEMENT OF THE TOP PRIORITY PROJECTS, THE PORTLAND CITY COUNCIL RECOMMENDS THAT THE FINAL PHASE OF THE I-205 PROJECT BE DEFERRED. UPON COMPLETION OF THE 4-LANE FACILITY AND ALL INTERCHANGES, I-205 WILL MEET THE NEEDS OF OUR REGION THROUGH 1992. THEREFORE, THE $25.3 MILLION IDENTIFIED FOR THE ADDITONAL 2 LANES CAN BE DELETED FROM THE '84 AND '85 PROGRAMS AND DEFERRED TO LATER YEARS. THE CITY'S TOP THREE PRIORITIES ARE NEEDED NOW AND SHOULD, THEREFORE, RECEIVE HIGHER PRIORITY THAN A PROJECT NEEDED FOR FUTURE DEMAND. THIS IS ESPECIALLY CRITICAL IN A TIME OF FISCAL CONSTRAINT AND HIGH UNEMPLOYMENT.

THE COUNCIL RECOGNIZES THAT THE STATE FACES FUNDING PROBLEMS BECAUSE THE CURRENT FEDERAL APPORTIONMENT DOES NOT MEET THE STATE'S NEEDS. WHAT WE ARE PROPOSING IS A REDISTRIBUTION OF THOSE AVAILABLE FUNDS TO MEET THE MOST CRITICAL EXISTING NEEDS. AS I MENTIONED EARLIER, PORTLAND IS THE TRANSPORTATION HUB OF THE STATE. IF THAT HUB IS NOT STRONG, ECONOMIC DEVELOPMENT THROUGHOUT THE STATE WILL BE WEAKENED. THEREFORE, IT IS MY BELIEF AND THE BELIEF OF THE COUNCIL THAT OUR PROPOSED PROGRAM WILL BE THE BEST POSSIBLE INVESTMENT THAT THE COMMISSION CAN MAKE FOR THE ECONOMIC WELLBEING OF THE ENTIRE STATE. I URGE YOU TO ADOPT THESE PRIORITIES AS I HAVE SPECIFIED.

On behalf of the Council and citizens of Portland, I would like to thank you for this opportunity to offer our input to the 6-Year Plan.

9729 10-26-81 5

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9926(2)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90014

6. TO
Mr. H. S. Coulter
State Highway Engineer
State Of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10/26/81

8. FEDERAL ROUTE NUMBER FAU 9926

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION: N. Basin Avenue - Pacific Highway (Portland) Section

11. GENERAL DESCRIPTION OF WORK: Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change

13. REMARKS

As requested in Mr. Swan's letter of 10/16/81 I approve the revised Preliminary Engineering Costs to a TEC of $348,080 Federal Funds $298,122.

(Increase TEC $57,140 Federal Funds $49,008 Appn. Code 823)

11/2

RECEIVED
STATE HWY ENGR
OCT 30 '81
REFER TO Maehr
FOR
Info | Inves | R/D | D/R | Sign | | File

14. DATE 10/26/81

15. SIGNATURE OF APPROVING OFFICIAL G. K.

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9729

5

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

October 19, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Program Change
Project No. IX-9926(5)
Basin Ave.-Pacific Hwy. (Portland) Sec.
Multnomah County

I request your approval of a minor program change on the subject project to reduce the estimated total cost and federal funds, which release will be used to fund an increase in Project IX-9926(2) requested under separate action.

Approval of this request will involve a decrease of $57,657 in total cost and $49,008 in Interstate Substitution General Funds with revised financing as follows:

	TEC	FF	Appn Code	%
Present	$171,473.00	$145,752.00	823	85%
Previous	229,130.00	194,760.00	823	85%
Difference	$ 57,657.00	$ 49,008.00	823	85%

Enclosed are copies of a revised project agreement estimate and modification of project agreement for the project.

CL:bkc
Attachments

cc: R. Bothman
J. Rose
Judy Smith
G. Zehner
General Files

Form 734-3122

9721

5

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 16, 1981

In Reply Refer to
File No.: PRO 6-2

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Program Change
Item No. 90014
Project No. IX-9926(2)
N. Basin Ave.-Pacific Hwy. (Ptld.) Sec.
Multnomah County

I request your approval of a minor program change to adjust the estimated preliminary engineering costs to reflect more accurately the scope of work, based on the attached justification letter from Mr. Terpin dated September 22, 1981.

Approval of this request will involve an increase of $57,140 in total cost and $49,008 in Interstate Substitution General Funds with revised financing as follows:

	TEC	FF	Appn. Code	%
Present	$348,080	$298,122	----	---
Previous	251,440	215,224	823	---
Previous	39,500	33,890	772	---
Difference	$ 57,140	$ 49,008	823	85.77

Funds for this increase will be available from a release of funds on Project IX-9926(5).

CL/lms

cc: R. Bothman
Jon Rose
Judy Smith
G. Zehner
General Files

rm 734-3122

9729

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

1-6-81

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. -9926(2)

STATE PROJECT NO. See below

COUNTY NAME Multnomah

PROGRAM STAGE *(Check)* ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO. 90014

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JAN 13 '81
REFER TO [illegible]
FOR

Info	Inves	R/D	D/R	S.an.	Act	File

1-13
mcg

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 1/6/81

FEDERAL ROUTE NUMBER FAU 9926

STATE ROUTE NUMBER City Street

GENERAL LOCATION:

North Basin AVenue - Pacific Highway Section

GENERAL DESCRIPTION OF WORK:

Program change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER *(Specify)* Program change
See below
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 11/21/80 I approve the revised Preliminary Engineering Costs to a TEC of $290,940 Federal Funds $249,114.

(Increase TEC $39,500 Federal Funds $33,890)

DATE 1/6/81

SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1975-631-888

3727 10-3 5

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. I- 6(97)304
STATE PROJECT NO. See below
COUNTY NAME Multnomah
PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
FHWA, Oregon Division, Salem, OR

PROGRAM NO.
ITEM NO. 00090

TO:
Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

RECEIVED
STATE HWY ENGR
NOV 10 '80
REFER TO Moehring
FOR
Info | Inves | R/D | D/R | Sign | Act | File

11-10
orig

DATE PS&E APPROVED
DATE AUTHORIZATION EFFECTIVE 10-31-80
FEDERAL ROUTE NUMBER Interstate 5
STATE ROUTE NUMBER Primary 1

GENERAL LOCATION:
Greeley Avenue - I-5 Interchange Section

GENERAL DESCRIPTION OF WORK:
Right of Way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☒ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 10-24-80, you are now authorized to proceed with all phases of right of way acquisition for files 50747, 50748, 50751, 50752, 50753, 50754, 50755, 50761, 50779, and 51208 at a TEC OF $273,000, Federal funds $251,980 as shown on R/W maps 9B-17-9 and 8B-14-18. Federal participation is limited to that right of way actually incorporated in the final location of the subject project.

DATE 10-31-80
SIGNATURE OF APPROVING OFFICIAL G.K. Hossner
TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-086

9734

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. IX-9926(5)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division, Salem, OR

PROGRAM NO.

ITEM NO. 90014

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

11-4
Orig

RECEIVED
STATE HWY ENGR
NOV 4 - '80
REFER TO
FOR
nfo | nves | R/D | D/R | Sign | ct | ile

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 10-24-80

FEDERAL ROUTE NUMBER FAU 9926

STATE ROUTE NUMBER City Street

GENERAL LOCATION:

N. Basin Avenue - Pacific Highway (Portland)

GENERAL DESCRIPTION OF WORK:

Right of Way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER (*Specify*)

☒ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 10-21-80, I approve the relocation plan submitted October 16, 1980 and you are now authorized to proceed with the actual acquisition of files 13, 15, 16, 34, 35, 36, and 37 at a TEC of $269,000 - Federal funds $228,650. (This authorization does not require additional obligation of funds.) Federal participation is limited to that right of way actually incorporated in the final location of the subject project.

DATE 10-24-80

SIGNATURE OF APPROVING OFFICIAL G. K. Hessner

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1970-631-888

9729

5

STATE OF OREGON

AGR
INTEROFFICE MEMO

TO: Louis Grothaus
Metro R/W Supervisor
Attn: Gene St. Clair

DATE: October 23, 1980

MISC. CONTRACTS and
AGREEMENTS No. 7412

[redacted]

FROM: Adele L. Egan
Right of Way Office Unit Supv.

SUBJECT: AGR 172
N. Basin Ave.-Pac. Hwy. -
N. Going Street
City of Portland

Attached are two copies of the subject agreement (original) to be transmitted to Mr. Yerkovich, and a copy for your files.

AE
mp
Attach.

cc: Comm. Serv., w/orig.
Finance, w/c
Local Gov't Programs, w/c

Ev 10.16.80 by Boyd
on Nov 7

9729

5

Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project IX-9926(5)
N. Basin Ave-Pacific Hwy
(Portland) Section

Date: September 4, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HRW-OR.1

To: Mr. H. S. Coulter
State Highway Engineer
Salem, OR

We have reviewed the information transmitted by Mr. Henry's August 27, 1980, letter in response to our letter dated July 17, 1980. Before we can authorize the actual acquisition of right of way the following additional data is required:

1. A contract between the State and City as required by Paragraph 10 of FHPM 7-5-1 which must have FHWA approval.

2. The project assurances required by Paragraph 7B of FHPM 7-5-1.

3. The estimate of comparable replacement housing contained in the relocation plan is based on an October 1979 survey. An estimate of currently available comparable replacement housing is needed to supplement the relocation plan to assure that adequate housing will be available. Also, the available replacement housing should be more specifically correlated to the needs of the households to be displaced.

fr G. L. Green

cc:
D.E. Swan, Proj Mgt
R. Henry, R/W
G. St. Clair, Metro

RECEIVED
STATE HWY ENGR
SEP 5 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sgn	Act	File

9728 Form FHWA 121 (1/80)

5

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project IX-9926(5)
N. Basin Ave-Pacific Hwy (Portland) Sec.

Date: July 17, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HRW-OR

To: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

RECEIVED
STATE HWY ENG!
JUL 21 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Att
					✓

Mr. Swan's July 9, 1980, letter requested transfer of Interstate Substitution funds and authorization to proceed with right of way activities. It is our understanding that EDA funds will be used to acquire most of the right of way on this project except for the parcels outlined on the right of way map submitted by the City of Portland. Please provide the following information:

1. It is our understanding from discussions with the State and the City of Portland (Ernest L. Yuzon) that right of way acquisition activities and relocation activities will be handled by the Portland Development Commission. Please confirm.
2. If the Portland Development Commission is to perform the relocation activities, please provide the information required by Para. 10 of FHPM 7-5-1.
3. The right of way map submitted by the City of Portland shows six parcels to be acquired with federal-aid highway funds. We believe it is logical for the City to acquire the entire parcels as shown on the map as they are probably uneconomic remainders. In the event that the owners do not wish to dispose of the uneconomic remainders, federal funds would participate in right of way needed for the berm as indicated by the temporary easement lines. Please confirm that the temporary easement line represents the right of way line.
4. Please advise if the City intends to secure access control from the remaining properties to Going Street.
5. It will be necessary to submit the relocation plan as indicated in Mr. Swan's letter.

As you are aware, authorization to proceed must be withheld due to lack of Interstate Substitution funds. Submission of the data requested will enable us to be ready to proceed with this authorization when such funding becomes available.

GLGreen
G. L. Green

cc:
OSHD (D.E. Swan, Ops.)
OSHD (R. Henry, R/W)
Metro (G. St.Clair, R/W)

4729

5

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: June 24, 1980

File No: 626-1913 (100)

TO: T. A. SPENCE
Policy and Planning Coordinator

FROM: ROBERT N. BOTHMAN Bothman
Administrator

SUBJECT: Would you please pursue gaining Federal approval of the I-5 North TSM project to the Oregon interstate program.

Copy
Con 21-2
I-5.

Larry Rulien advised the ODOT staff meeting, June 23, of FHWA disapproval. Our previous conversations indicate that this disapproval was at the division level.

I believe we should review the reason for that disapproval, reinforce our position, and resubmit the request--requesting their reconsideration.

I think we have the benefit of adding to the program a long-term project which we will eventually need to address. We also have the benefit of increasing our interstate apportionment; vis-a-vis, a larger interstate program.

nr

NOTED
H. S. COULTER

cc: M. I. Klotz
H. S. Coulter

RECEIVED
STATE HWY ENGR
JUN 25 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Scott -
Send Bothman
copy of Fed letter &
[illegible] the look
[illegible]
[illegible]
H

1729

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

6-23-8

FEDERAL AID PROJECT NO.
S-6-(97)304

STATE PROJECT NO.
See below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO.
00090

COUNTY NAME
Multnomah

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 27 '80
REFER TO. [illegible]
FOR
Info | Inves | R/D | D/R | Sign | Act | File

6-27 [illegible]

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE
6/23/80

FEDERAL ROUTE NUMBER
Interstate 5

STATE ROUTE NUMBER
Primary 1

GENERAL LOCATION:
Greeley Avenue/I-5 Interchange (Portland)

GENERAL DESCRIPTION OF WORK:
Right of Way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER *(Specify)*

☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 6/23/80 I approve the relocation plan for the subject project dated 8/14/79 as amended 12/27/79 and 4/18/80 and the State/City Agreement - "Relocation Service Agreement" dated 6/19/80. Also, as requested, you are now authorized to proceed with all phases of right of way acquisition for files 50749, 50750, 50756 and 50757. This authorization does not require additional obligation of funds. Federal participation is limited to that right of way actually incorporated in the final location.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6/23/80	G. K. Hossner	for Division Administrator

FORM PR-1240 (REV. 8-70) · EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1978-631-555

9729

5

STATE OF OREGON

AGR
INTEROFFICE MEMO

TO: Robert W. Gormsen
Manager, Commission Services

DATE: June 20, 1980

FROM: Adele L. Egan Adele L. Egan
Right of Way Office Unit Supv.

MISC. CONTRACTS and
AGREEMENTS No. 5922

SUBJECT: AGR 144, Misc. C&A 5922
Greeley Avenue -- I-5 Interchange
Pacific Highway
Multnomah County

Attached is a fully executed Relocation Service Agreement with the City of Portland. By this agreement, the State is hiring the City to perform the relocation services for the Greeley Avenue -- I-5 Interchange Project.

AE
mp

Attach.

[illegible]

RECEIVED
JUN 20 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9729

3

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

6-17-80

FEDERAL AID PROJECT NO.
I-5-6(97)304

STATE PROJECT NO.
See below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO.
00090

COUNTY NAME
Multnomah

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 20 '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

6/23

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE
6/17/80

FEDERAL ROUTE NUMBER
Interstate 5

STATE ROUTE NUMBER
Primary 1

GENERAL LOCATION:
Greeley Avenue/I-5 Interchange (Portland) Section

GENERAL DESCRIPTION OF WORK:
Right of Way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER *(Specify)*

☒ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 6/8/80 you are now authorized to proceed with all phases of Right of Way acquisition for File 50778 at a TEC of $57,000 Federal Funds $52,560. Federal participation is limited to damages only, if any, for full control of access. Relocation plan for this file is approved.

DATE
6/17/80

SIGNATURE OF APPROVING OFFICIAL
G. K. Hessner

TITLE
for Division Administrator

FORM PR-1240
(REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-898

97 U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

6-4-80

FEDERAL AID PROJECT NO. IX-9926(2)

STATE PROJECT NO. See below

FROM:

G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 90014

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 11 '80
REFER TO
FOR
Info Inves R/O D/R Sign Act File

6/11

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 6-4-80

FEDERAL ROUTE NUMBER FAU 9926

STATE ROUTE NUMBER City Street

GENERAL LOCATION:

North Basin Avenue - Pacific Highway (Portland) Section

GENERAL DESCRIPTION OF WORK:

Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) Program Change; See below

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's April 10, 1980 letter, I approve the revised Preliminary Engineering costs to a TEC of $251,440, with Federal Funds $215,224.

(Increase funds TEC $51,440; Federal Funds $43,724)

DATE 6-4-80

SIGNATURE OF APPROVING OFFICIAL G. K.

TITLE for Division Administrator

FORM PR-1240 (REV. 8-79) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1979-791-016

97[illegible]

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U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. I-5-6(97)304

STATE PROJECT NO. See below

FROM:

G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO. 00090

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

5/23
orig

RECEIVED
STATE HWY ENGR
MAY 23 '80
REFER TO. [illegible]
FOR
Info | Inves | R/O | D/R | S/20 | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	5/5/80	Interstate 5
		STATE ROUTE NUMBER Primary 1

GENERAL LOCATION:

Greeley Avenue / I-5 Interchange (Portland) Section

GENERAL DESCRIPTION OF WORK:

Correction of File Number on R/W authorization

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ XX OTHER (Specify) See below

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 5/19/80 the file number 50757 authorized by PR 1240 dated 5/5/80 is with drawn and authorization to proceed with appraisal and preliminary relocation activities for File number 50756 is hereby authorized.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5/21/80	G. K. He[illegible]	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1978-631-968

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U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

9729

LETTER OF APPROVAL AND/OR AUTHORIZATION

5 - 5 - 8

FEDERAL AID PROJECT NO. I-5-6(97)304

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO. 00090

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐

1. RECEIVED
STATE HWY ENGR
MAY 8 - '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

5-8.

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 5-5-80

FEDERAL ROUTE NUMBER Interstate 5

STATE ROUTE NUMBER Primary 1

GENERAL LOCATION:
Greeley Avenue/I-5 Interchange (Portland) Section

GENERAL DESCRIPTION OF WORK:
Right of Way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER *(Specify)*

☒ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of April 28, 1980 you are authorized to proceed only with appraisal review and preliminary relocation activities for files 50749, 50750 and 50757 as shown on R/W Map 8B-14-18. TEC $120,000 - Federal Funds limited to $110,660.
(Reference my letter of 4-23-80.)

DATE 5-5-80

SIGNATURE OF APPROVING OFFICIAL G. K. Hessner

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1979-721-018

#729

Form FHWA 121 (6/79)

5

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Oregon Division, Salem, OR
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project I-5-6(97)304
Greeley Ave-I-5 Interchange
Portland Section

Date: April 23, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HRW-OR/PRO 6

To: Mr. H. Scott Coulter
State Highway Engineer

Mr. Swan's March 7, 1980, letter which was received in this office on April 17, requests authorization to proceed with all phases of right of way acquisition including relocation assistance for File 50748. Attached is our authorization allowing the State to proceed with appraisals, appraisal reviews, and preliminary relocation activities covering File 50748.

We are withholding approval of the relocation plans dated August 28, 1979, and January 2, 1980, and withholding authorization to acquire File 50748 pending submission of the complete relocation package which we understand will include an assistance program for businesses to be provided by the City of Portland. We believe it would be improper to acquire the subject property until such time as the relocation program is coordinated and the requirements of Para. 10 of FHPM 7-5-1 are met.

In the event that the City and State decide not to implement the proposal for a City assisted program, please advise this office so that we may proceed with final authorization for acquisition.

for Valach
G. L. Green

Attachment

cc:
D.E. Swan (ODOT)
M. Klotz (ODOT Metro)
B. Boyd & F. Lowe(ODOT R/W)
V. Wilson(ODOT R/W)

RECEIVED
STATE HWY ENGR
APR 24 '80
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

U. S. DEPARTMENT OF TRANSPORTATI   FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FE RAL AID PROJECT NO.: I-5-6(97)304

STATE PROJECT NO.: See below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.:

ITEM NO.: 00090

COUNTY NAME: Multnomah

PROGRAM STAGE *(Check)* ☐ 1. ☐ 2.

TO:

Mr. H. Scott Coulter
State Highway Engineer
Oregon State Highway Division

DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: 4-21-80

FEDERAL ROUTE NUMBER: Interstate 5

STATE ROUTE NUMBER: Primary 1

GENERAL LOCATION:
Greeley Ave/I-5 Interchange (Portland) Section

GENERAL DESCRIPTION OF WORK:
Right of Way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☐ OTHER *(Specify)*
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 4-7-80 you are authorized to proceed only with appraisal, appraisal review and preliminary relocation activities for File No. 50748 as shown on R/W map 8B-14-18. TEC $550,000 Federal funds limited to $507,000. (Reference my letter of 4-23-80)

DATE: 4-23-80

SIGNATURE OF APPROVING OFFICIAL: G. K. [illegible]

TITLE: for Division Administrator

FORM PR-1240 (REV. 6-70)   EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

★ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-085

9729

files 5

ROW 12

STATE OF OREGON
1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

In Reply Refer to
File No

April 22, 1980

MISC. CONTRACTS and
AGREEMENTS No. 2311

Services Agreements
130, 136, 144

Mr. George Yerkovich
City Auditor
Room 202 City Hall
PORTLAND OR 97204

Dear Mr. Yerkovich:

Enclosed are two fully signed copies of the Letter of Agreement amending the Right of Way Services Agreements for the Union Avenue, Macadam Avenue, and Greeley to I-5 Projects with the City of Portland.

Under this amendment, the State will handle the entire condemnation proceedings, if any are required.

Yours truly,

Adele L. Egan
Right of Way Office Unit Supv.

AE
mp
Enc.

cc: Finance, w/c
Comm, Serv., w/orig.
Local Gov't Programs, w/c
Louis Grothaus, w/c
Title, w/c
Condemnation w/c

on May report
approved by
Boyd 4/22/80

9729

ROW. 12

5

STATE OF OREGON **INTEROFFICE MEMO**

Highway
DEPT

378-6299
TELEPHONE

TO: R. N. Bothman, Administrator
Metropolitan Branch

DATE April 22, 1980

FROM: J. B. Boyd
Right of Way Manager

SUBJECT: Greeley Avenue/I-5 Ramp
Right of Way Schedule

NOTED
E. S. HUNTER

We expect Federal Highway Administration authorization to proceed with the appraisals on File 50748, Portland Central Equipment Company, in the next few days. This is the key file on this project and with the early authorization date, we will have over 17 months to complete the acquisition and relocation on this parcel.

If authorization to proceed with acquisition on the remaining 13 files is received in October, 1980, we will have sufficient time to complete acquisition by November 1, 1981.

RJH:jh
cc: E. S. Hunter ✓
L. C. Grothaus

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TECHNICAL SERVICES
APR 2[illegible] '80
REFER TO

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April 10, 1980

The Honorable Victor Atiyeh
Governor of Oregon
254 State Capitol
Salem, OR 97310

[illegible]

Dear Governor Atiyeh:

Substitute Transportation Projects Using Withdrawn Interstate Funds

Your letter of February 2 requested I keep you informed quarterly as to the projects considered to use withdrawn Interstate Funds.

The projects in the Portland and Salem urbanized areas submitted to the Federal Highway Administration during the months of December 1979 through March 1980 are the following:

A. Portland

1) Arterial Street Light Conversion Program (Portland)
2) Greeley Ave./I-5 Interchange Sec.
3) NW Kittridge St.-Stadium Freeway Sec.
4) Westside Corridor Project ("Interim" Work Program)
5) Portland Traffic Signals @ 5 Locations
6) SE 182nd Ave.-Birdsdale Ave. (Gresham) Sec.
7) Ross Island Br.-Clackamas Hwy. Sec.
8) Powell Butte/Mt. Scott Study Area (Portland) Sec.
9) N. Columbia Blvd. @ N. Portland Rd. Ramp (Portland) Sec.
10) W. Burnside St. @ SW Tichner St. (Portland) Sec.
11) SE Portland Signal Modifications @ 10 Locations
12) NE Sandy Blvd. @ 50th Ave. & 70th Ave. (Portland) Sec.
13) Arterial St. (Portland) Overlay Program

B. Salem

1) Pine St.-Division St. (Salem) Sec.

NOTE: There were no projects submitted for the Portland or Salem urbanized areas for the month of December 1979.

The criteria used to select these projects is the Region's transportation planning process which embodies a continuing cooperative, comprehensive approach. The projects are included in the Region's Transportation Improvement Program.

Sincerely,

F. B. Klaboe
Director

JLG: jv
bc: H.S. Coulter
L.W. Rulien
D.H. Moehring E.S. Hunter
R.N. Bothman C.O. Fredrickson

9729

S.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6

April 10, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Minor Program Change
Item No. 90014
Project No. IX-9926(2)
North Basin Avenue-Pacific Highway (Portland) Section
Multnomah County

I hereby request your approval of a minor program change on the subject project to increase the total estimated cost and allotted federal interstate transfer funds as follows:

	Total	Federal
Present Estimate	$200,000.00	$171,500.00
Revised Estimate	251,440.00	215,224.00
Increase	$ 51,440.00	$ 43,724.00

This increase is for Supplement No. 1 to the Consultant Agreement with Earth Metrics, Inc., which was approved by your office on November 14, 1979.

RHZ:bke

cc: F.B. Klaboe
E. Hunter
R.N. Bothman
F. Terpin
R. Sandman
G. Zehner

RECEIVED
DOT DIRECTOR
APR 11 '80
REFER TO
FOR

Info	Invs	R/D	D/R	Sign	Act	File

NOTED
F. B. KLABOE

Form 734-3122

-9729

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Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project I-5-6(97)(304)
Greeley Avenue/I-5 Interchange
(Portland) Section Relocation Plan

Date: April 9, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HRW-OR

To: Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division

Mr. Swan's April 2, 1980 letter requests approval of the State's relocation plans. Review of the plans indicates that the City of Portland desires to hire a consultant for up to three months to provide relocation assistance to five businesses. Past correspondence indicates the proposed activity could be included in your normal right of way activities as long as it is coordinated as an integral part of the relocation assistance program.

The proposal seems to offer the possibility of City assistance to businesses over and above that normally provided by the State. However, we have concerns as to how this program will be integrated or coordinated into the State's relocation program. Without a properly coordinated program displaced businesses may be confused or mislead concerning acquisition, assistance, payments, and displacement. For this reason we deem it essential that the State's relocation plan, as well as the State City agreement, clearly outline how the City's assistance program will be coordinated with the State's acquisition and relocation activities. The method of coordinating activities of State and City personnel should be described.

Before we can authorize the assistance program the following data is required:

1. Paragraph 10 of FHPM 7-5-1 provides that the contract between the State and the City must have prior approval of FHWA. In submitting the contract the State must be able to show that the proposal will prevent unnecessary expense and duplication of functions and will promote uniform and effective administration of the relocation program. It must be shown that the City is adequately staffed, equipped, and organized to provide the services. This is a requirement of Paragraph 10a and b of FHPM 7-5-1.

RECEIVED
STATE HWY ENG.
APR 10 '80
REFER TO Boyd
FOR
Info | Inves | R/D | D/R | Sign | Act | File
X

4/10/80

R

2. The contract must contain the data required by paragraph 10c (1) through (8). Mere reference to conformance with Federal statutes and regulations would not fulfill these requirements. It is important that the City understand that only those costs directly chargeable to the highway project are eligible for Federal participation. If the City intends to perform this work with it's own staff, the agreement should require compliance with FHPM 1-4-5 entitled "Reimbursement for Employment of Public Employees of Federal-aid Projects." The agreement should also set forth the civil right clauses.

   The agreement should indicate that all displaced businesses are eligible for relocation assistance and payments even if they choose to relocate outside the City of Portland. A method of providing assistance for these businesses should be defined.

   The proposed amount of the cost service should be included in the contract. The amount should be supported by a cost estimate.

3. As previously indicated, the relocation plan should be amended to indicate how the City's part in the program, which appears to involve only assistance, will be coordinated with the State's overall acquisition and relocation program. The method of coordinating the activities of State and City personnel should be described.

G. L. Green

cc:
OSHD (D. Swan, Virgil Wilson, Rod Henry)
METRO (Gene St. Clair)
FHWA (C. Mathias) 2 cys

91-7

5

VICTOR ATIYEH
GOVERNOR

Department of Transportation
METROPOLITAN BRANCH
5821 N.E. GLISAN, PORTLAND, OREGON 97213

March 18, 1980 Telephone 238-8226

In Reply Refer to
File No.
326-1987
(100)

Tom Walsh, Member
Oregon Transportation Commission
c/o Walsh Construction Company
3015 Southwest First Street
Portland, OR 97201

Copy
Con 21 [illegible]

Subject: Greeley Avenue/I-5 ramp project

You expressed some interest in the development of Swan Island as it relates to the Greeley Avenue/I-5 project.

The attached sketch and table provide the backbone for the plan to develop Swan Island, detailing the acres to be developed and the employment to be provided. As you can see, the development includes 177 acres and a potential 3540 new jobs. The total jobs are forecast at 13,000 on the island.

Robert N. Bothman
Administrator

RNB:ke

Attachment

cc: Fred Klaboe

RECEIVED
DOT DIRECTOR
MAR 19 '80
REFER TO

FOR
Info	Invest	N/D	D/R	Sign	Act	File

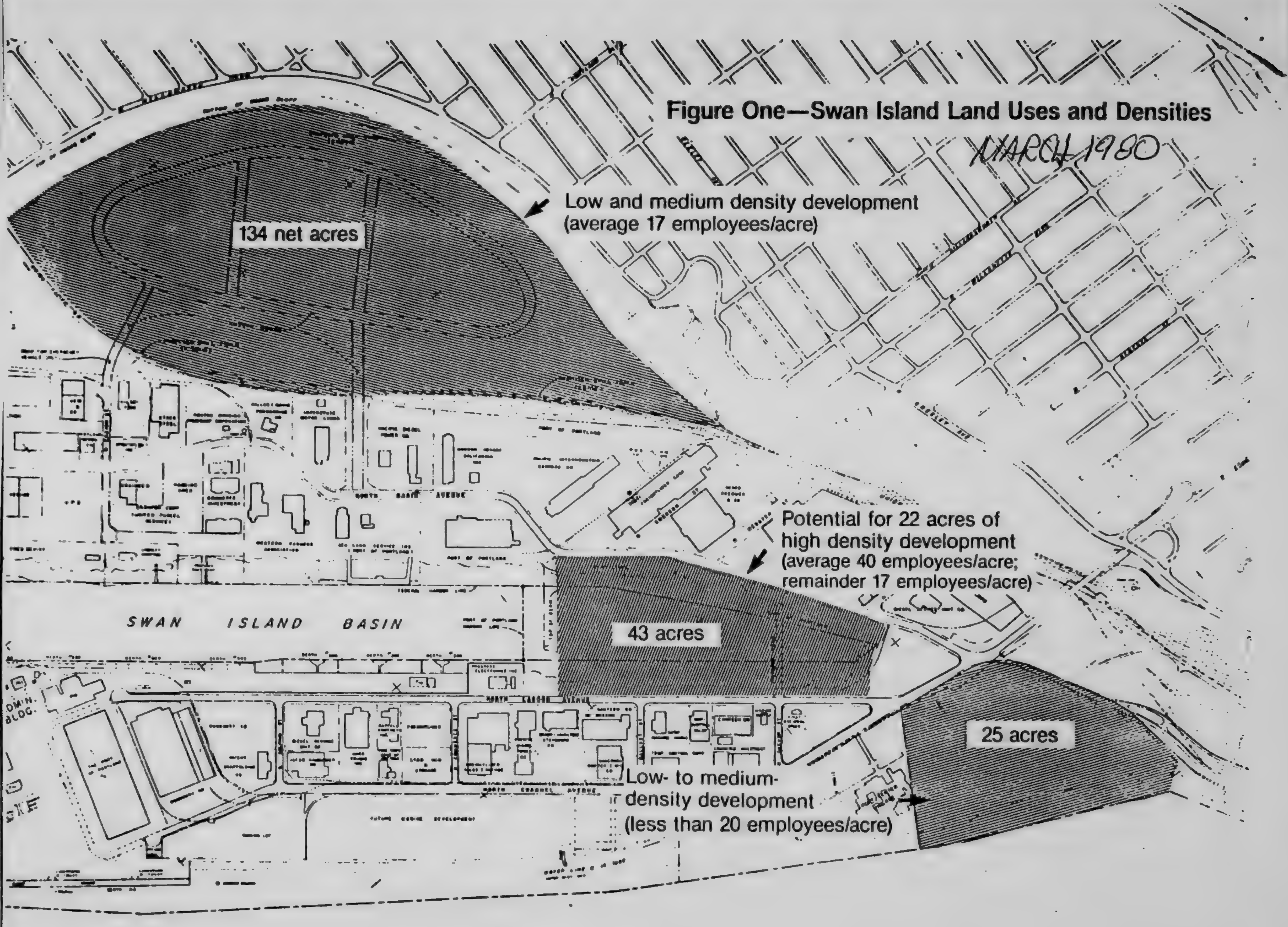
Low and medium density development
(average 17 employees/acre)
134 net acres
Potential for 22 acres of
high density development
(average 40 employees/acre;
remainder 17 employees/acre)
43 acres
25 acres
SWAN ISLAND BASIN
Low- to medium-
density development
(less than 20 employees/acre)
ADMIN. BLDG.

Figure One—Swan Island Land Uses and Densities

MARCH 1980

Table 1

	Mocks Bottom and Lagoon Fill Acreage Developed	Cumulative New Employment, Mocks Bottom and Lagoon Fill	Going Street Traffic Limit (Peak Hour, Peak Direction Vehicles)	Cumulative Parking Spaces
	70	1190	3100/3600*	857
	64	2278	3600/4500*	1640
	23	2953	3600/4500*	2121
	20	3540	4500	2540
Total	177	3540**	4500	2540

* Limit raised to 3600 after the opening of the Going Street Noise Mitigation project. Limit raised to 4500 after the opening of the Greeley/I-5 ramps.

** At full development the 3,540 jobs on Mocks Bottom/Lagoon Fill, when added with the Ship Yard expansion, Freightliner expansion and the internal growth of existing firms, will equal no less than 13,000 total Swan Island jobs.

9727

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Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Projects M-9945(1) and M-9926(1
Greeley Ramps on I-5 Portland

Date: February ~~20~~ 25, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HPO-OR

To: Mr. F. B. Klaboe, Director
Oregon Department of Transportation

This is to notify you that regular Federal-aid Interstate funds may participate in the cost of financing the construction of the Greeley Ramps. All projects costs beginning February 12, 1980 may be charged against Interstate funds, provided the proper program changes are made.

G. L. Green

2-25 cup

Bothman
Moehring } No I funds are to be used until you have an appropriate agreement with the city covering their supply of the matching fund

F. Klaboe

Info Hunter

cc - Coulter
Bothman
3-3

RECEIVED
STATE HWY ENGR
FEB 22 '80
REFER TO
Moehring
FOR
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9729

OREGON TRANSPORTATION COMMISSION

Delegation Ken Johnson, Port of Portland, re Greeley-I-5 Ramp in connection to the Six Year Highway Program.

Date February 19, 1980

Time 2:15 p.m.

Name	City or Town	Capacity
Ken Johnsen	Port of Portland	

Port of Portland
Box 3529 Portland, Oregon 97208
503/231-5000
TWX: 910-464-6151

February 14, 1980

Commissioner Anthony Yturri, Chairman
Oregon Transportation Commission
Transportation Building
Salem, OR 97310

GREELEY/I-5 PROJECT

The Port of Portland would like to reaffirm its strong support for the proposed Greeley/I-5 ramps. This highway project is of vital concern to the continuing development of the Swan Island Industrial Park. We understand that the Oregon Transportation Commission is considering how to allocate future Federal Aid Interstate funds. The Port asks that a high priority be assigned to the Greeley/I-5 project.

Just as Swan Island is a major element of the Portland region's economic development efforts, the ramp project is the key element in a large-scale investment of public funds in regional transportation. The I-5 North ramp metering project, in fact, evolved largely as a measure to permit the traffic growth from the ramps. The Basin/Going project within the industrial park is on schedule and programmed for completion in 1981. The Going Street Noise Mitigation Project will renovate the traditional Swan Island access route to ensure that the traffic generated is compatible with the adjacent neighborhood. For the full benefits of these projects to be realized, the Greeley ramps must be open at the earliest possible date.

The resolve of the City of Portland and the Port for early full development of Swan Island remains strong. With the help of the City's Swan Island Task Force, substantial planning has been done to insure that maximum benefits will be realized from the new traffic capacity provided by the ramps. A land use program will soon be completed that will carefully manage development activity so as not to congest approach routes to Swan Island and insure strong commitments to transit use and carpooling.

Commissioner Anthony Yturri
Page 2
February 14, 1980

Through all of this work, the completion of the Greeley/I-5 project at the earliest possible date has been of critical importance. We urge a high-priority designation of the project so as to insure the timely receipt of Federal Aid Interstate funds.

Sincerely,

Lloyd Anderson
Executive Director

cc: Fred Klaboe
Oregon Department of Transportation

cc: Mayor Connie McCready
City of Portland

cc: Commissioner Mike Lindberg
City of Portland

PL16B

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Box 3529 Portland, Oregon 97208
503/231-5000
TWX: 910-464-6151

February 14, 1980

Commissioner Anthony Yturri, Chairman
Oregon Transportation Commission
Transportation Building
Salem, OR 97310

GREELEY/I-5 PROJECT

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Klabse handed original & cy to commission 2-19-80

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Sincerely,

Lloyd Anderson
Executive Director

cc: Fred Klaboe
Oregon Department of Transportation

cc: Mayor Connie McCready
City of Portland

cc: Commissioner Mike Lindberg
City of Portland

PL16B

RECEIVED
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Info Advise R/D P/R Sign Act File

9729

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STATE OF OREGON
Highway Division
DEPT.

TELEPHONE

INTEROFFICE MEMO

TO: Manager
Commission Services

DATE: January 30, 1980

FROM: Adele L. Egan A L Egan
Right of Way Office Unit Supv.

SUBJECT:

Greeley Ave. Conn. to
I-5 Sec., Pac. Hwy.
City of Portland
Agreement #144
Misc. C&A 5922

MISC. CONTRACTS and
AGREEMENTS No. 5923

Attached is an original copy of the subject agreement.

The project will be programmed.

AE
mp
Attach.

cc: Finance, w/c
Ed Hardt, w/c
Local Gov't Programs, w/c
Appraisal, w/c
Description, w/c
Relocation, w/c
Title, w/c

on deposit for Fed
noted in agrmt
Book

NOTED
R. W. GORMSEN

9721

5

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project I-5-6(-)301
Request for Additional
Construction on I-5 in Portland

Date: January 24, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HPD-OR

To: Mr. L. E. Lybecker, Regional Administrator
Portland, Oregon HED-010

cc pt 51-2
ccN I-5, E.

Attached is the State Highway Engineer's request for approximately $40 million of added construction to a 2¼ mile section of I-5 in Portland to correct grossly deficient roadway features which currently cause inefficient traffic operations, delays, and accidents. This is one of the recommendations in the I-5 Freeway Implementation and Management Program (copy attached) that has been adopted by the Oregon Transportation Commission. New points of access referred to as the Greeley Ramps were recently approved by FHWA for addition to this section. The ramp project has advanced through FHWA approval of a Final EIS and is now being designed. The addition of these new ramps and the additional traffic loads will, without the requested additional construction, substantially contribute to the existing deficiencies. The proposed construction would provide auxiliary lanes, collector roads, and ramp extensions through several constricted areas with the work principally confined to the existing right of way.

Significant impacts such as major disruption to existing development are not expected. The preliminary designs which have been used to establish overall feasibility including factors of operational improvement, fundability, construction feasibility, system balance, and community impacts are based largely on current geometric standards. Future detail design analysis could indicate some lesser dimensions in select areas if considered prudent for cost or other reasons.

The approximate limits of this section of I-5 are mileposts 301.3 and 303.5 as referenced in the 1979 Interstate Cost Estimate. The authorization for the initial Interstate construction was July 7, 1960 and the earliest portion was opened for traffic in 1963.

The original planning and design of existing I-5 was based on traffic analyses completed in the late 1950's with I-205 located at 39th Avenue rather than the present 92nd Avenue location which is about 3 miles further east. A radial freeway (the Rose City) was also planned to connect to the east end of the Fremont Bridge

NOTED
E. S. HUNTER
cc [illegible]
[illegible]
3-11-80

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and a radial freeway (the Mt. Hood) was planned to connect to the east end of the Marquam Bridge. Subsequently both of these freeways were deleted from Portland's transportation plan. These major network changes, together with greater than expected growth in traffic, has resulted in several bottlenecks and a seriously deficient facility.

The conclusion from our review of the current traffic loading and level of service as shown on Exhibits "B" and "C" and our direct knowledge of traffic conditions on this section support a finding of gross deficiency. The completion of I-205 is not expected to relieve these deficiencies. The delay analysis indicates a time savings of almost 100,000 veh/hr annually without considering the substantial time savings which will accrue from accident reduction and other congestion-causing incidents. The improvements would provide a major reduction in the congestion-related rear-end accidents which comprise the majority of the more than 100 annual accidents on this section.

The results of our review of the future traffic loadings and level of service determinations supports the reasonableness of traffic forecasts and concludes that the proposed improvements would significantly improve the level of service. It is also our general conclusion that the transportation planning base from which future traffic loading has been developed is acceptable. Other corridor alternatives including construction of a major transit facility or additional HOV lanes on I-5 have been evaluated. The evaluations conclude, and we agree, that a separate major transitway or the addition of HOV lanes to I-5 are not reasonable alternatives to the current proposal. The attached Metropolitan Service District's August 31, 1979 report documents these evaluations. Under the total I-5 management program HOV's will be given priority treatment at metered on-ramps. Other initiatives to increase transit ridership and private vehicle occupancy in the I-5 corridor are also underway.

This proposal is consistent with additional work planned to complete I-5 which includes significant work in the vicinity of the East Marquam Interchange.

As indicated in the State Highway Engineer's request this portion of I-5 provides a critical transportation function to the region and to the City of Portland. Accordingly the request for FAI funding is consistent with the Federal emphasis to preserve and strengthen the economic structure of central cities.

I recommend approval of the State's request.

Signed by GLG

G. L. Green

Attachments

9729

5

January 21, 1980

CON 21-2

Mr. G. L. Green
Division Administrator
Federal Highway Administration
Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

Dear Mr. Green:

Interstate Transfer Funded Projects
Portland Urbanized Area

Under authority granted to me on February 2, 1979 by Governor Atiyeh I request your approval to use Interstate Transfer Funds for a highway project in the Portland Urbanized Area. Funds for this project are available from the withdrawal of the Mt. Hood Freeway from the Interstate Highway System under Section 103(e)(4) of Title 23, USC.

I concur that this project is regional priority and has been developed in conformance with the Regions's continuing, cooperative, comprehensive transportation planning process.

Funding will be as follows:

		Funds	
Project	Work	Federal	Local
Greeley Ave./I-5 Interchange	ROW	$850,000	$150,000

I have directed the Project Management Branch of the Highway Division to process this request with your office to obligate the Federal Transfer funds as they are authorized by the Metropolitan Service District.

Sincerely,

F. B. Klaboe
Director

cc: Metropolitan Service District
JLG: jv

bc: H. S. Coulter
D. H. Moehring
R. N. Bothman

9721

DATE: January 4, 1980

CON 21

TO: Glen L. Green, Division Administrator
Federal Highway Administration

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Request for Interstate Funding Eligibility
for the North Greeley/Interstate 5 Project
in Portland

This supplements our December 13 submission to you for additional construction with federal-aid interstate funds on Interstate 5 in Portland by adding the North Greeley Avenue/I-5 ramps to that request.

The North Greeley project provides two ramp connections to Interstate 5 - a northbound off-ramp from I-5 to northbound Greeley Avenue and a southbound on-ramp from Greeley to I-5, both in the East Fremont Interchange complex. Design approval by the Federal Highway Administration for the project was given on June 29, 1979.

The proposed project is an integral component of the federal-aid interstate system and is designed to maximize the utilization of I-5 in Portland. The project meets the policy objectives of the U. S. Department of Transportation's Urban Initiatives by positively supporting the central city's economy and enhancing energy conservation and the environment.

Attached is a comprehensive assessment of the Greeley Ramp project as a critical component of I-5 within the central city. In summary, the following objectives are met.

A. Enhancing the central city.

B. Maximizing the use of existing transportation facilities.

C. Employment of the hard-core unemployed through Manpower Agreement.

D. Reductions in the regional vehicle miles of travel.

E. Reductions in air quality problems.

F. Enhancing the potential development of adjacent employment centers.

Favorable consideration of this submission for the construction of this important project with federal-aid interstate funding is requested.

Attachment

TAS:po jh

bc: F. B. Klaboe
R. N. Bothman
D. H. Moehring
E. S. Hunter
E. L. Hardt

326 · 1987
(120)

THE CITY OF
PORTLAND
OREGON

CONNIE McCREADY
MAYOR

OFFICE OF
PLANNING AND
DEVELOPMENT

BUREAU OF
PLANNING
424 S.W. MAIN ST.
PORTLAND, OR 97204

FRANK FROST
ACTING DIRECTOR
248-4253

CODE
ADMINISTRATION
248-4250

LONG RANGE
PLANNING
248-4260

SPECIAL
PROJECTS
248-4509

TRANSPORTATION
PLANNING
248-4254

December 21, 1979

MEMORANDUM

TO: Bob Bothman, ODOT-Metro Administration

FROM: SD Steve Dotterrer, Chief Transportation Planner

RE: Greeley/I-5 Project

The attached document provides background on the objectives and effects of the Greeley/I-5 project. This information demonstrates the importance of the project in meeting City development objectives and its congruence with U.S. DOT objectives. The material was prepared pursuant to the May 1978 meeting of representatives from U.S. DOT, ODOT and the City and the request from U.S. DOT officials for documentation in support of the Greeley/I-5 project as part of the FAI system.

The Greeley/I-5 project is consistent with, and a key element of, the City's overall economic development program, and in accord with the City's housing, energy and transportation policies. The project, as the necessary access element for the development of the Swan Island Industrial Park, has positive impacts on central city economic development, tax revenues, employment and neighborhood environment. The project is an appropriate improvement of an existing transportation system which creates long-term energy benefits through efficient land-use patterns.

If additional information is needed, please do not hesitate to contact me at 248-4254.

SD/bj

cc: Dan Cooper, Mayor's Office
David Hill, Street and Structural Engineering

attachment

PDM PDE TSE SPC
ODOT - METRO
DEC [illegible] 1979
AM PM
FILE T/A

Greeley/I-5 Ramp Project

The proposed Greeley/I-5 ramp project, which provides improved access to Swan Island, meets important City objectives of encouraging economic development and protecting neighborhoods from traffic impacts. Through the Swan Island Planning Program (see attachment 1, an agreement between the City, the Port of Portland and Tri-Met) local agencies working with the ODOT have developed an overall program for Swan Island which improves industrial access, protects adjoining neighborhoods, controls future land uses and insures that the jobs created by public investment will be available to central city residents. ODOT has developed, and is undertaking, an I-5 improvement and management program which should provide for better overall freeway operation with Greeley/I-5 construction. The careful coordination in project development with local and state agencies has resulted in a project which meets the objectives of President Carter's Urban Policy and provides for a safe and efficiently operated transportation system.

The current request is to provide for funding of the project with Interstate funds as it is apparent that the design and function of the proposed project is one which is an integral component of the Federal Aid Interstate system. The project meets the objectives for urban highway construction by providing improved service and access for an existing interstate facility, supporting the central city through economic development opportunities and by conserving energy through efficient land use arrangements. Additionally, related elements of the Swan Island Planning Program will provide jobs for unemployed and underemployed City-residents, increase energy efficiency and improve air quality through increased transit service, and provide mitigation of traffic impacts to residential neighborhoods. Finally, the project proposals for Swan Island are the most cost effective manner of achieving this broad range of public objectives.

Project Background and Objectives

For several years, transportation officials in the Portland area have been involved in discussions regarding methods of improving transportation access to the Swan Island Industrial Park. An important project proposal which was generated by these discussions is the connection between Greeley Avenue and

Interstate 5 in the vicinity of the current interchange of I-5 and I-405, at the northern end of the Fremont Bridge which carries I-405 across the Willamette River.

Utilizing Federal Aid Urban System (FAUS) funds, the Oregon State Highway Division (OSHD), with the cooperation and assistance of the City of Portland, undertook work leading to the development of a Draft Environmental Impact Statement (DEIS) on the proposed Greeley/I-5 project and a related project, Basin/Going. The latter project would improve the capacity of an important intersection on Swan Island, and is linked to the proposed Greeley/I-5 project with respect to the movement of traffic to and from the Island. The DEIS on both projects was completed in January, 1978, and a public hearing on the DEIS was held on March 15, 1978. The FEIS was released in July, 1979, with FHWA design approval given on June 29, 1979. None of the comments on the FEIS required design changes in the project.

The Swan Island Industrial Park (Swan Island) possesses considerable potential for industrial development. It is centrally located within the Portland urban area, and its accessibility to major highway, railroad, and water transportation systems contribute to its position as a major transport and distribution center. Currently (1979), 256 acres of Swan Island's developable land area of 594 acres are undeveloped. This undeveloped land constitutes a large proportion of central Portland's "close-in" vacant industrial land.

Despite Swan Island's advantageous location with respect to the interstate highway system, access to the industrial area from the system is limited. North Going Street, a residential arterial, is the primary access route currently utilized by truck and other traffic traveling between Swan Island and I-5. This connection is accomplished through the Alberta and Going Street interchanges with I-5. Although North Going Street has adequate capacity to support Swan Island's current development, as well as the capacity to support some limited additional development, it does not have sufficient capacity to support the full development of the Island. Before the Greeley/I-5 project was developed, alternatives which increased capacity on Going St. were considered. Any alternative which significantly improved the capacity of Going

St. has been extremely costly, had unacceptable negative impacts on adjacent neighborhoods and created severe operational problems on I-5.

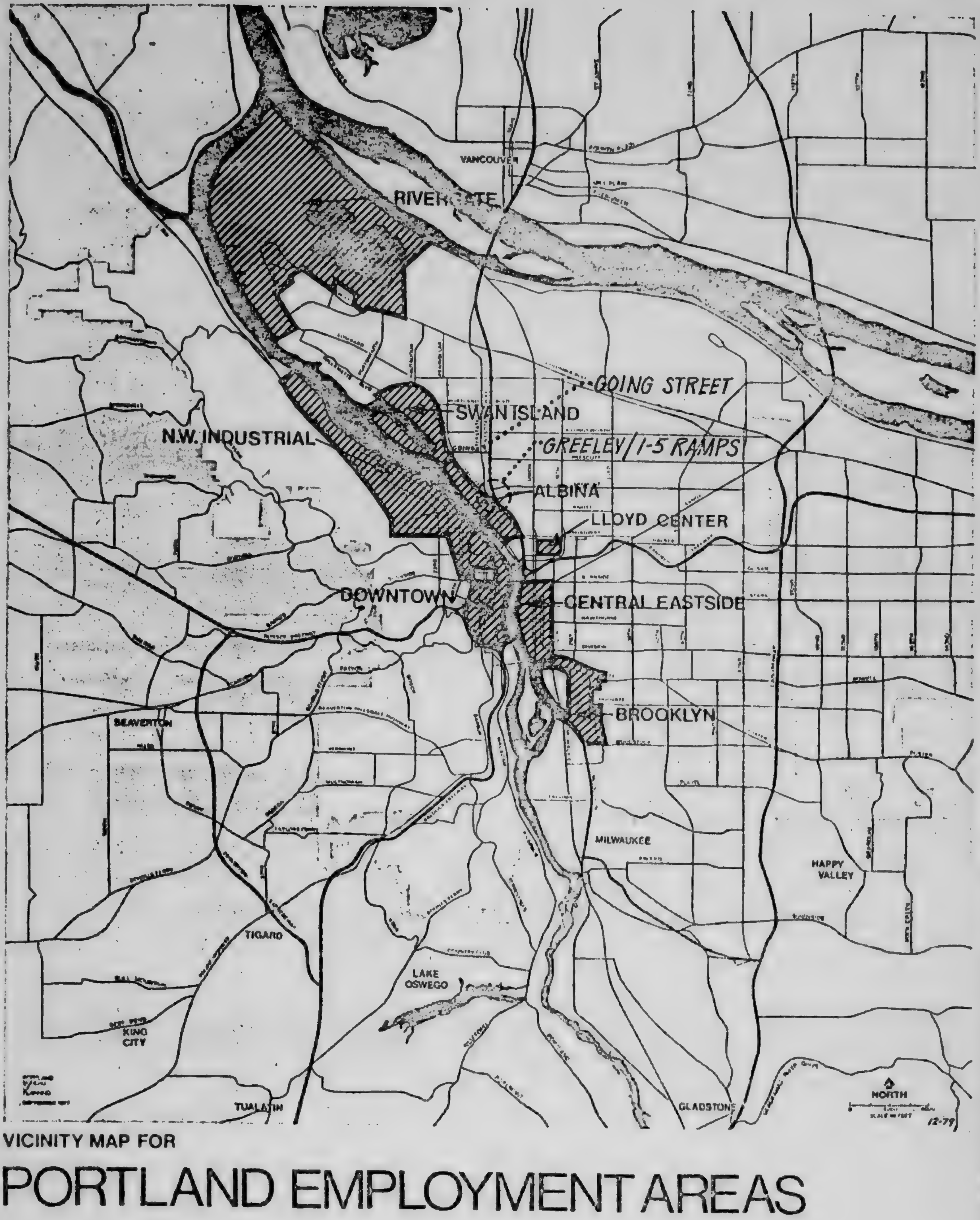
Currently, approximately 7,000 persons are employed in the Swan Island Industrial Park. Adopted policies by the Port of Portland, which owns the land on Swan Island, and the City of Portland have established limitations on additional development due to the traffic-related environmental impacts on the residential neighborhood and highway system capacity constraints. Full development of the Swan Island Industrial Park would lead to an employment level of approximately 13,000 employees. The proposed Swan Island transportation improvements, including Greeley/I-5, have the capacity to serve this employment figure.

Effects of Greeley/I-5 Construction

Development Impacts. As shown on the attached map, Swan Island is centrally located within the Portland metropolitan region and it contains the largest contiguous parcel of vacant industrial land within the City. The development of this vacant land will provide jobs for City residents that might otherwise be provided in suburban areas. The construction of the Greeley/I-5 ramps is essential to this industrial development, which will provide 6000 additional jobs. The City's major economic development objective is that interior urban sites should be developed first and infilling should continue on a regular basis. The construction of the project will help to achieve this objective and provide for concentrated development rather than scattered development throughout the City and region. This development pattern will aid in meeting other objectives, including energy conservation, which are described elsewhere.

Tax Revenue Impacts

Full development of the remaining 256 acres of Swan Island would yield approximately $1.5 million in property taxes annually based on 1979 tax rates. Additionally, this development would generate approximately $540,000 annually in payroll taxes to support Tri-Met operations. These figures are based on types of development similar to those currently on Swan Island.


VANCOUVER
RIVERGATE
GOING STREET
SWAN ISLAND
N.W. INDUSTRIAL
GREELEY/I-5 RAMPS
ALBINA
LLOYD CENTER
DOWNTOWN
CENTRAL EASTSIDE
BEAVERTON
BROOKLYN
MILWAUKEE
HAPPY VALLEY
TIGARD
LAKE OSWEGO
KING CITY
TUALATIN
GLADSTONE
NORTH
12-79

VICINITY MAP FOR

PORTLAND EMPLOYMENT AREAS

Public Expenditure Impacts. The development of Swan Island, as proposed under the Swan Island Planning Program, includes a number of public projects which will allow full development of the industrial park. This development, however, is part of a Port and City development program for the island. Substantial public investments, including appropriately-sized public utilities, internal road systems and land-filling activities, have been made in the past thirty years. The Greeley/I-5 project will allow for full and efficient use of those public investments. The project itself will not require additional, unprogrammed, expenditures. Finally, the project will reduce public expenditures for service extensions for industrial areas elsewhere in the region.

Employment Impacts. 6,000 additional jobs will be created through the development of Swan Island. In addition to these jobs made possible by the project, the development of Swan Island will reinforce the position of the City as an industrial area, strengthening other industrial districts by providing essential support activities. These other industrial areas could absorb approximately 5500 additional jobs. These jobs are in employment centers relatively close to Swan Island, including (see map 1):

a) Albina
b) Brooklyn
c) Central Eastside
d) Northwest
e) Rivergate

Additionally, the Downtown and Lloyd Center business districts would benefit from a strong central city industrial base.

A complete summary of the potential employment gains for these employment areas is included in attachment 2.

Additionally, in September, 1979, as part of the Swan Island Planning Program, the Port of Portland and the City of Portland agreed that all new jobs created on the 160 acre parcel of Swan Island, known as Mock's Bottom, would come under the First Source Manpower agreement. The agreement provides that all firms locating on Mock's Bottom must give first hiring considerations to CETA-trained employees under a City Bureau of Human Resources Program. The program has been designed to train hardcore unemployed persons for work within the Portland area. Moreover, only Portland residents are eligible for the program. The first source manpower program addresses the provision of jobs for low income and minority persons and it targets central city residents to receive those jobs. An added benefit is that it reduces regional VMT by providing jobs for City residents at locations within the City, thus shortening trip length and making transit/paratransit services more feasible.

Accessibility Impacts: Swan Island's proximity to I-5 provides for efficient intracity and local movement. If the development of Swan Island does not occur, there will be direct costs related with necessary improvements to the highway system to accommodate the necessary greater trip length which would be produced in more remote areas of the region. The adverse impact on I-5 would be aggravated by travel generated by a more dispersed, uncontrolled form of industrial development. The compact development pattern which results with the Swan Island Industrial Park will create efficiencies in auto, transit and freight movement.

Employment concentration on Swan Island, centrally located within the region, will result not only in shorter automobile trips for employees but to the extent that the dispersion of such activities might occur along I-5, reduce traffic congestion on the Interstate system. Therefore, development of Swan Island could actually reduce future congestion on the Interstate system. Moreover, the ability to provide transit in industrial areas is substantially improved by the central location of the industrial areas. The ability of transit to improve its percentage of use is greater with the additional development of Swan Island. The recent transit service improvements to Swan Island demonstrated that transit service from close-in City neighborhoods produces more riders than suburban-oriented service, even when it is express service.

In addition, economic forecasts for the Portland area indicate that there will be continued development of industries requiring a high level of access to the Interstate system. This is because they rely upon the Interstate system for the movement of goods between points within Oregon as well as between Oregon and adjacent states. Moreover, many of these firms seek the locational advantages of being near I-5 due to its direct connections with rail and water shipping facilities, which are primarily located in the central Portland area.

Two important factors relating to freight movement support the accomplishment of the Greeley/I-5 project and the associated expansion of Swan Island. First, to the extent that firms locating on Swan Island rely upon nearby freight distribution facilities, including existing rail and water, significant efficiencies in goods movement will be attained by the locational advantages of Swan Island. If such firms locate at other locations in the region, along the Interstate system, the necessary travel time and costs will be carried by both the private and public sectors; the private sector in terms of the direct costs associated with such movements to the central area of the region, and the public sector in terms of the congestion which will result on Interstate and local routes as these movements occur.

Second, if the development of Swan Island does not occur, there will surely be future direct costs associated with necessary improvements to the highway system to accommodate the necessary freight movements. For example, if firms locate across the Columbia River, in Washington, truck access to the rail and water shipping facilities and existing industrial areas in central Portland will further aggravate the already severe congestion problems on I-5 north of Portland, and more specifically, the Columbia River I-5 bridge.

Neighborhood Environmental Impacts

The Greeley/I-5 Project and I-5 North Freeway Improvement and Management Program will have significant positive impacts on several North Portland neighborhoods.

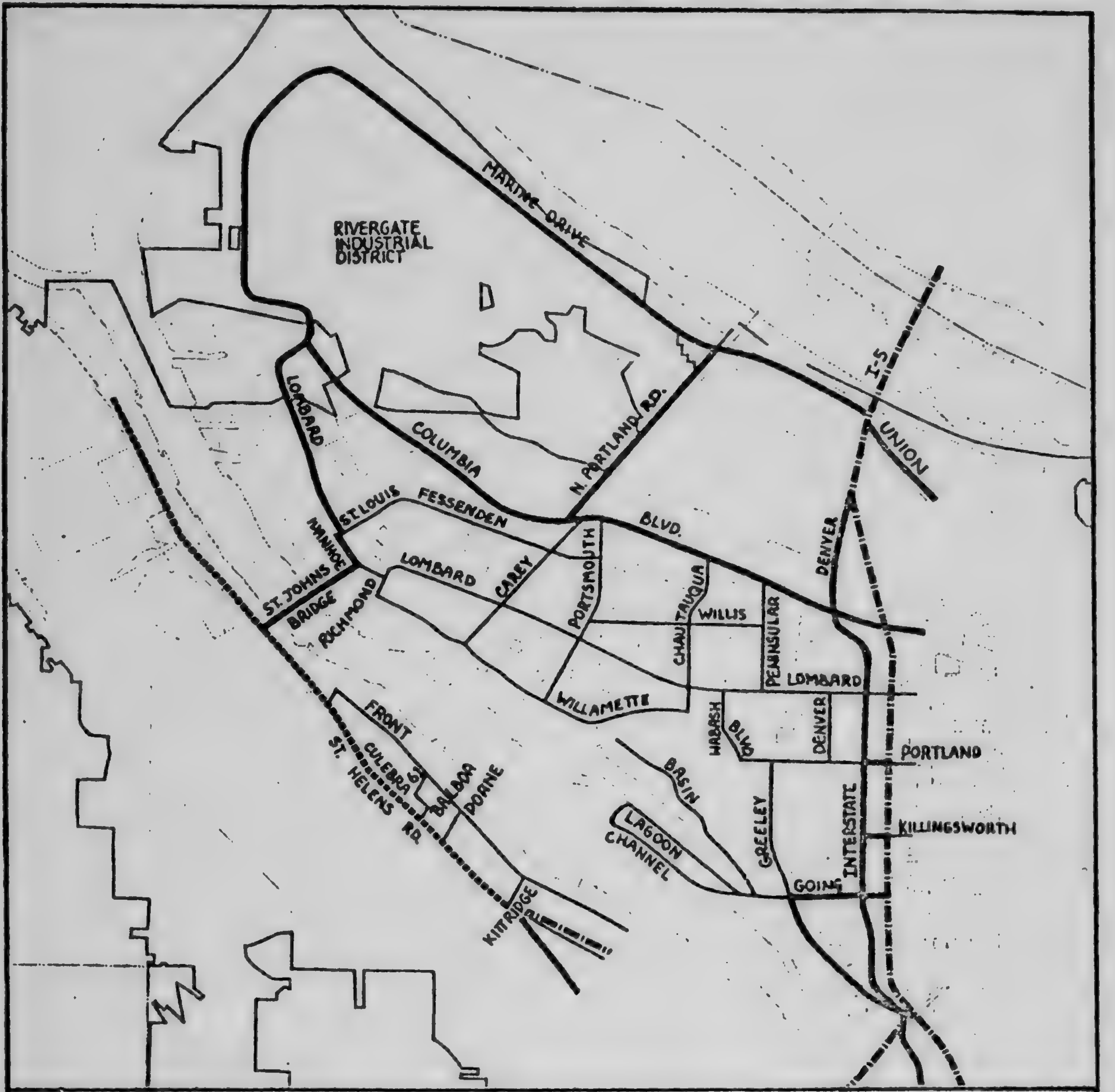
The Greeley/I-5 Project, by providing more convenient vehicular access between Swan Island and I-5 to and from the south (via Greeley Avenue), will attract traffic from Going Street, the current Swan Island-I-5 access route. Greeley Avenue, between Going Street and the proposed I-5 ramps, is flanked by the Union Pacific Railroad's Albina Yards on one side, and a steep wooded bluff on the other. The impact of increased traffic volume and noise along this segment of Greeley is minimal, since there are no intersecting streets to create traffic conflicts and there are no non-industrial land uses located adjacent to Greeley. Going Street, on the other hand, is located in the heart of the Overlook neighborhood. Reduction of truck and traffic volume on Going Street will improve the liveability of the neighborhood by reducing truck volumes, traffic conflicts, and pedestrian hazards. In addition, the resultant traffic reduction on Going Street in conjunction with the Going Street Noise Mitigation Project will reduce neighborhood noise exposure to an acceptable level.

The I-5 North Freeway Improvement and Management Program will promote similar improvements in neighborhood environment in the Boise, Overlook, Humboldt, Arbor Lodge, Piedmont and Kenton Neighborhoods. The improved traffic flow on I-5 North resulting from implementation of the Program will attract through traffic (e.g., traffic to and from Vancouver) that currently uses parallel City streets, such as Interstate, Vancouver and Union Avenues in order to avoid congestion and bottlenecks on the freeway.

By encouraging through traffic to use the freeway, the I-5 North Program supports the City's Arterial Streets Classification Policy (adopted by City Council, June 30, 1977). The Policy designates I-5 as a Regional Trafficway, intended to provide for inter-regional and inter-district movement. A Regional Trafficway is intended to service automobile trips which are approximately five miles or more in length, and have only one trip end in a given transportation district or bypass the district. According to this definition, Portland-Vancouver traffic should use I-5.

Interstate and Union Avenues are designated Major City Traffic Streets, and Vancouver Avenue is a Neighborhood Collector. A Major City Traffic Street is intended to serve as the principle route for the movement of traffic which has one trip end within a Transportation District, or traffic which has both trip ends within a Transportation District. A Major City Traffic Street, having less traffic capacity than a Regional Trafficway, should be used for movement to and from the Regional Trafficways, and for movement to and from major activity centers within each Transportation District. A Neighborhood Collector Street is intended to serve as a distributor of traffic from a Major City Traffic Street to the neighborhood and to serve trips which both start and end within a neighborhood. These definitions indicate that Vancouver-Portland traffic and other through traffic should not be using City streets paralleling I-5 (e.g., Interstate, Vancouver, and Union).

TRAFFIC STREETS NORTH


RIVERGATE INDUSTRIAL DISTRICT
MARINE DRIVE
I-5
UNION
LOMBARD
COLUMBIA
N. PORTLAND RD.
ST. LOUIS
FESSENDEN
BLVD.
DENVER
IVANHOE
ST. JOHNS BRIDGE
RICHMOND
LOMBARD
CAREY
PORTSMOUTH
CHAUTAUQUA
WILLIS
PENINSULAR
LOMBARD
WILLAMETTE
WABASH
BLVD.
DENVER
PORTLAND
FRONT
CULEBRA
BALBOA
BURR
DOANE
ST. HELENS RD.
BASIN
LAGOON
CHANNEL
GREELEY
INTERSTATE
KILLINGSWORTH
GOING
KITTRIDGE

LEGEND

NORTH

▬ ▮ ▬ REGIONAL TRAFFICWAY

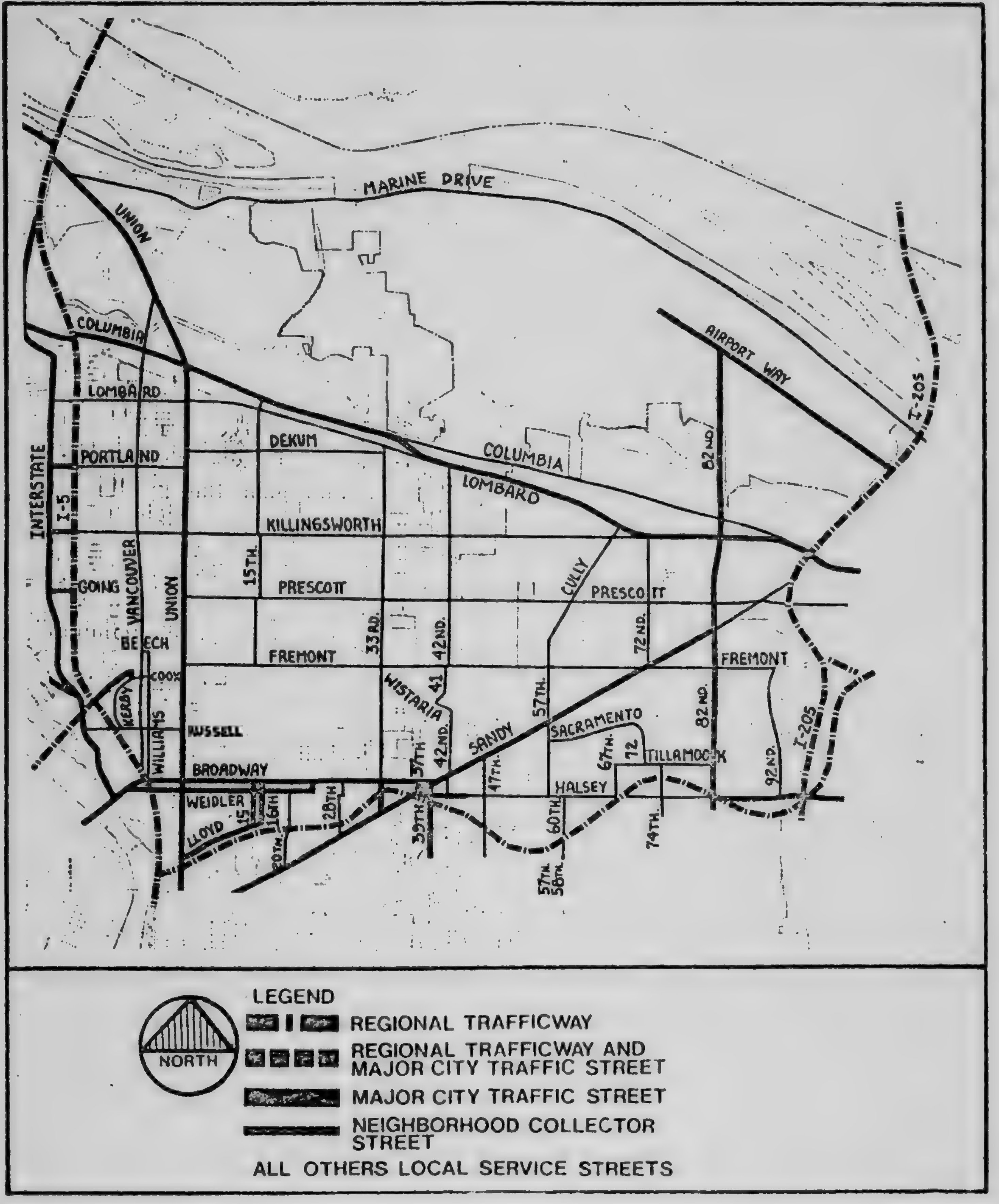
▬ ▬ ▬ REGIONAL TRAFFICWAY AND MAJOR CITY TRAFFIC STREET

▬ MAJOR CITY TRAFFIC STREET

— NEIGHBORHOOD COLLECTOR STREET

ALL OTHERS LOCAL SERVICE STREETS

TRAFFIC STREETS NORTHEAST


MARINE DRIVE
UNION
COLUMBIA
LOMBARD
PORTLAND
INTERSTATE
I-5
DEKUM
COLUMBIA
LOMBARD
AIRPORT WAY
82 ND.
I-205
KILLINGSWORTH
15TH.
PRESCOTT
CULLY
PRESCOTT
GOING
VANCOUVER
UNION
BEECH
FREMONT
33 RD.
42 ND.
72 ND.
FREMONT
COOK
KERBY
WILLIAMS
RUSSELL
WISTARIA
41
57TH.
SACRAMENTO
82 ND.
I-205
SANDY
37TH
42ND.
47TH.
67TH.
72
TILLAMOOK
92 ND.
BROADWAY
HALSEY
WEIDLER
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16TH
28TH
LLOYD
20TH
39TH
60TH
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57TH.
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LEGEND
NORTH
REGIONAL TRAFFICWAY
REGIONAL TRAFFICWAY AND MAJOR CITY TRAFFIC STREET
MAJOR CITY TRAFFIC STREET
NEIGHBORHOOD COLLECTOR STREET
ALL OTHERS LOCAL SERVICE STREETS

In addition to diverting through traffic from local streets, the Freeway Management Program will help divert local traffic from the freeway. The ramp metering element of the Freeway Management Program and the reduced traffic volumes on parallel streets will combine to encourage local auto trips to use City streets. Removal of local traffic from the freeway will improve freeway flow, reduce the number of weaving movements, and reduce accident potential.

Energy Impacts

The Greeley/I-5 Project will help reduce energy consumption in two basic ways: 1) by supporting the expansion of the Swan Island Industrial Park, whose central location results in shorter average commute distances for industrial employees, and 2) by facilitating more efficient movement between Swan Island and I-5.

The potential of Swan Island's central location to reduce commute length is enhanced by the City of Portland's manpower agreement with the Port of Portland. Under this agreement, many of the 6,000 jobs to be created with the development of Mocks Bottom will be filled with Portland residents trained by the City. Many of these new employees will be residents of nearby North and Northeast Portland, and the percentage of new employees commuting long distances from the suburbs will be lower than would otherwise be expected. This could substantially reduce VMT.

The Greeley/I-5 Project also helps reduce energy consumption by providing a shorter route between Swan Island and I-5 to and from the south. Approximately 60% of Swan Island traffic would use this route, which is nearly one-half mile shorter than the existing path via Going Street. In addition, the reduction of traffic on Going Street, especially at the Interstate Avenue intersection and at the I-5/Going interchange, will reduce traffic congestion. The smoother traffic flow, in turn, will reduce fuel consumption rates.

Related Projects and Programs

A number of other projects have been undertaken by local agencies and the state to minimize potential negative impacts of Swan Island development. All of these efforts are included in the Swan Island Planning Program or in the ODOT's Six-year Plan.

I-5 North Freeway Management and Improvement Program

Providing additional access to a currently congested link of I-5 could aggravate the existing problem unless other actions are taken. A two-fold effort to relieve I-5 North congestion is currently being made by the Oregon Department of Transportation. The first part of the effort is to balance the capacity of the existing freeway system, and the second part is to manage traffic demand in order to maintain a reasonable level of service ("D" or better).

Portland's generally efficient freeway system has been planned and built over the last twenty years based on a set of assumptions, many of which are no longer valid. In particular, it was assumed that there would be several freeways parallel to I-5 to help carry north-south traffic flow. These and several other freeways in the region will not be built. The need, therefore, is to balance the existing system. The Oregon Department of Transportation is proceeding with the necessary steps to balance the system; this includes evaluation of i) the capacities of the entire central freeway system, and ii) the projected levels of service on that system. Bottlenecks have been identified, most of which can be corrected by minor improvements, such as providing two-lane offramps, providing auxiliary lanes between a set of on and offramps, extending a three-lane section to the next interchange, and restriping or relocating the median barrier to provide for an additional lane through a short section. This can accommodate most of the forecasted traffic demand and provide a balanced system. However, there are sections where this is not possible. For these sections, the ODOT has designed auxiliary lanes, one at a cost of approximately $3 million and one at a cost of approximately $3.5 million. With these improvements, it is possible to provide for a balanced freeway system between the Marquam Bridge and the Interstate Bridge.

The second step is to use demand management to provide a resonable level of service on this balanced system. The proposed method of demand management for I-5 North (and, eventually, for the entire Portland freeway system) is ramp metering. All on-ramps will be metered in the peak hours in order to control the flow of traffic onto the freeway. The first phase of this project is to be implemented in the fall of 1980, at which time meters (with High Occupancy Vehicle by-pass lanes) will be installed on I-5 on-ramps between the Fremont and Interstate Bridges.

Going Street Noise Mitigation Project

The continued truck traffic projected for Going Street has required a project to mitigate noise impacts. The FEIS for this project was recently completed. An Economic Development Administration grant will be used for a project which will bring neighborhood residences within the recommended FHWA federal noise guidelines. The City Council has approved the proposed project design and project activities will begin in early 1980.

Transit and Land Use Considerations

Both the City and the Port of Portland have recognized the need for the orderly development of Swan Island. To this end, two extensive programs related to transit and land use have been developed. First, a new program of transit service to Swan Island is currently underway. The new service, with the aid of a variety of marketing techniques, currently attracts 8% of the trips to/from Swan Island in the peak period. Moreover, as the Island is located in very close proximity to relatively dense residential areas, the ability of the Swan Island employment travel to be accommodated by increased transit service is significantly enhanced. With an employment potential of as much as 6,000 additional workers, the ability of transit to improve its percentage of use is great, given both the proximity of the location to existing residential populations, manpower programs and the ease with which transit service improvements can be focused on such a central location. The City of Portland, Port of Portland and Tri-Met are all committed to finding ways in which these transit improvements may be realized. Of course, such improvements will mean reduced traffic volumes on the Interstate system as well as on local streets.

To further enhance the Island's use of transit service, the City and Port of Portland agreed that no new development on the Island would occur until a Swan Island Land Use and Circulation Plan had been developed. That plan is currently in the draft state and provides a system of development whereby an additional 6,000 jobs are added to the Island while minimizing auto volumes, especially in the peak travel periods, to help balance the freeway system. The plan relies extensively on such procedures as rideshare programs, transit incentives, parking ratios and employer and trade union involvement. The end result is a circulation and subdivision plan built upon the premise of increased density and reduced auto volumes.

Conclusion

In summary, the inclusion of the Greeley Ramps within the Interstate System serves as a means by which the following objectives may be met:

a) enhancing the Central City,
b) maximizing the use of existing transportation facilities,
c) employment of the hardcore unemployed through the Manpower Agreement,
d) reductions in regional VMT,
e) reductions in air quality problems, and
f) enhancing the potential development of adjacent employment centers.

Lastly, it should be pointed out that the Greeley/I-5 Ramp project is part of an overall central city strategy. The objective of this strategy is the development of efficient land use patterns that contribute to Portland's liveability. The Greeley/I-5 Ramp Project, in conjunction with other elements of the Swan Island Planning Program and proposed ODOT projects, is a major contribution to Portland's overall development strategy.

EXHIBIT 'A'

SWAN ISLAND PLANNING PROGRAM

1. The City Council reaffirms its support of the Swan Island Transportation Access projects currently being developed by the Oregon Department of Transportation. The City Council desires the earliest possible construction of these projects, and will establish a project development schedule after alternative designs have been selected and funding arrangements for Greeley/I-5 determined.

2. The City Council recognizes that the above projects do not provide significant relief to the Going Street neighborhood, and therefore directs City staff to develop a noise mitigation project for Going Street as soon as practicable. The Swan Island Task Force will submit this project to Council for their approval. The City Council affirms its desire to include such a project in the City's Capital Improvements Program.

3. The City Council strongly urges the Tri-Met Board to take the lead role in implementing the Swan Island Task Force's recommended short-term service improvements in cooperation with other agencies and organizations concerned with Swan Island.

4. City Council directs City staff to work with Tri-Met and Port staff and other interested parties, to develop a long-term transit improvement program for Swan Island which will provide the following products:

   a. Transit service networks.
   b. A program of physical improvements, both on and off of Swan Island, to support increased transit ridership.
   c. A marketing/information program.
   d. A proposed funding arrangement.

5. The City Council directs City staff, working jointly with Port staff and other interested parties, to undertake a land use and transportation study of Swan Island which will provide the following products:

   a. A list of appropriate land uses, a subdivision plan and subdivision regulations to guide future development on Mocks Bottom and the Swan Island Lagoon fill area.
   b. A Parking and Circulation Policy for the entire Swan Island Industrial Park.

6. The City Council will seek agreement with the Port of Portland on a strategy for insuring employment opportunities for City residents from new employers locating on Swan Island and directs City staff to develop jointly with Port staff such a strategy.

7. The City Council affirms its desire to find access and parking solutions for Swan Island and other industrial areas by directing City staff of the Bureau of Planning to undertake an Industrial Access Study.

8. The City Council directs that the planning studies called for in Items 2, 4, 5 and 6 above, will be completed by staff and approved by local jurisdictions by May 1979, in order that development activities and land sales on Mocks Bottom and the Swan Island Lagoon fill area may be undertaken as soon as construction of the Swan Island Transportation Access projects is in progress. No business in Mocks Bottom will begin operation before completion of the Greeley/I-5 ramp project. Construction work will be phased to minimize the impacts on the Overlook neighborhood.

9. The City Council agrees to undertake the projects and studies listed above with the understanding that the following conditions will apply in the interim period before May 1979:

   a. The Port will land bank Mocks Bottom.
   b. The Port will continue its ship repair yard program and activities and other marine-related activities on the face of the Island.
   c. The Port will continue its program for filling the Swan Island Lagoon and Mocks Bottom but not implement new development proposals for the Lagoon fill area north of N. Going Street between N. Lagoon and N. Basin Avenues.
   d. Upon City Council approval of a design alternative for the Basin/Going intersection project, the Port will pursue development proposals for the Port Center area south of N. Going Street, consistent with presently adopted Port policies (i.e., commercial uses) and the planning efforts called for by this resolution.
   e. The application for funding of the Mocks Bottom railroad overcrossing will be set aside.

ATTACHMENT 2

The following industrial areas could receive secondary benefits from the Greeley/I-5 and the I-5 North Improvement Projects.

Albina Industrial Area

The Albina Industrial Area is located on the east bank of the Willamette River and is bounded by Going Street on the north, Broadway on the south, Interstate 5 and Greeley Avenue on the east, and the river on the west. The industrial area is directly south of the Swan Island Industrial Park and north of the City's downtown core area. The area is bisected by the Fremont Bridge (I-405), the ramps of which extend through the area. The existing employment in the Albina Industrial Area is approximately 6,260 at a density of 24 employees/acre. Assuming continuing economic development opportunities, the areas employment could reach approximately 6,550 employees.

Brooklyn Industrial Area

The Brooklyn Industrial Area is located directly south of the Central Eastside section of the City. The industrial area is bounded on the north by Powell Boulevard, on the south by Reedway, on the east by 28th Avenue and on the west by the Willamette River. The industrial area contains, and is surrounded by, a number of medium density residential areas. The predominant industry in this industrial area is transportation services. The current level of employment area is 15,900. Projections indicate that total development could produce an additional 750 new jobs.

Central Eastside Industrial Area

The Central Eastside Industrial Area is located in the heart of the eastside core area, directly across the river from downtown. The area is bordered on the north by Burnside Street, on the south by Powell Boulevard, on the east by 12th Avenue, and to the west by the Willamette River. The industrial area is flanked on the east by high density apartments and single family dwellings.

The eastern freeway segment of Interstate 5 runs along the western border of the industrial area. Total area-wide employment for this industrial area is 14,660. However, completed development efforts would produce a total of 15,600 employees.

Northwest Industrial Area

The Northwest Industrial Area is located on the west bank of the Willamette River, to the northwest of Portland's downtown. The area is bounded to the northwest by the Burlington Northern Railroad Bridge, to the west by Portland's West Hills, to the south by NW Overton Street and to the southwest by the I-405 Freeway loop. Manufacturing is the primary economic activity within this industrial area and 13,200 employees currently work within the Northwest Industrial Area. Continued growth at this location could produce approximately 15,430 total employees.

Rivergate Industrial Area

A large reservoir of vacant, developable land is the outstanding feature of the Rivergate Industrial District. The district comprises most of the area west of North Portland Road between the Columbia and Willamette Rivers. A number of firms in the district are located within the Rivergate Industrial Park, a major industrial park developed and maintained by the Port of Portland. The majority of the vacant land available in the area is being developed by the Port in tracts of three or more acres for use by manufacturing and warehousing operations. Although only 3,230 employees are currently located within this area, total employment could reach between 4,880 and 6,000 at full development.

Downtown

The downtown core area is contained within the I-405 Freeway loop. The downtown has been growing, as shown by a variety of indicators: new office construction, retail construction, renovation and hotel/restaurant growth. The current estimate of downtown employment is approximately 75,000. Recent projections indicate a probable employment level in the year 2000 between 113,100 and 123,500 downtown workers.

Lloyd Center

The Lloyd Center employment area is the second largest concentration of employment in the City of Portland. Located within the inner northeast section of the City, Lloyd Center contains a variety of industrial corporation headquarters. Although specific employment numbers are not available for this area, the completion of the Greeley/I-5 Project can only serve as an aid to this area, as well as downtown.

9727

3

DEPARTMENT OF TRANSPORTATION
REGIONAL REPRESENTATIVE OF THE SECRETARY
3112 FEDERAL BUILDING
915 SECOND AVENUE
SEATTLE, WASHINGTON 98174

REGION 10
Alaska
Idaho
Oregon
Washington

December 31, 1979

Mr. Fred B. Klaboe
Director
Department of Transportation
135 Transportation Building
Salem, Oregon 97310

Dear Fred:

About two weeks ago, I had a relatively short meeting with Lee Johnson, to bring him up to date on some of the activities of the Department of Transportation in Oregon. Two of those issues are subjects we will be pursuing in the near future. I wanted to make you aware of them so (1) you know why we are in Oregon, and (2) if they appear to be going any place you will know what we are doing.

cc [illegible]

The first relates to Newport, Oregon. For some periods of time, the Newport Chamber of Commerce and others have had Mr. George Baldwin on a consulting contract to develop a multi-modal center adjacent to the existing terminal at the Newport Airport. As you know, at the present time there are no commuter flights into the Newport Airport and this is causing a great deal of concern to the Lincoln County folks, especially when you consider their convention business is picking up rapidly and the massive number of new rooms under construction in the area. On Wednesday, January 2, 1980, Doug Wright and I will be going to Newport with Mr. Baldwin to meet with the Chamber and others to discuss the proposal for a multi-modal terminal. While we are currently not in the position to make any commitment, it would be nice if there were something we could do in that area especially when you consider the investment being made by the citizens who live there. If it appears the subject will be going any place, I will certainly inform you and we will work in cooperation with the Oregon Department of Transportation.

The second issue relates to making the Greeley project in Portland eligible for interstate financing. Doug Wright has spoken with Bob Bothman and asked him to resubmit the project so that it may be designated as eligible. I fully anticipate that once it is received, it will be processed expeditiously and will be returned in less than what might be considered normal amount of time. Doug will certainly be in touch with Bob Bothman and the City of Portland on the subject, but I wanted you to know that we very clearly intend to follow through and make sure that the project is eligible for interstate financing.

I certainly hope that during the course of the next year, any time you need assistance you will not hesitate to call me. You certainly know you have access to both Neil and Doug any time you feel it is necessary.

Best personal regards,

Marc D Kelley

MARC D. KELLEY

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DOT DIRECTOR
JAN 7 '80
REFER TO
FOR
Info Invest R/D D/R Sign Act File

9[illegible] 9

III

5

VICTOR ATIYEH
GOVERNOR

Department of Transportation
METROPOLITAN BRANCH
5821 N.E. GLISAN, PORTLAND, OREGON 97213

December 18, 1979

BILL OCKERT
Metropolitan Service District
527 Southwest Hall
Portland, OR 97201

Subject: Request for Comments on Personal Services Contract Between Metropolitan Service District and Straam Engineers

Mr. Mainor Holmes of our Project Management Section reviewed your proposed $2,500 contract with Straam Engineering for developing a work program for the I-5 North corridor. Mr. Holmes noted that it is a personal services contract already budgeted for by MSD. Since this is a personal services contract,less $5,000 and under the approved Unified Work Program, we have no objections. However, in the future, it is urged that such contracts identify specifically the federal participation and budgeting source in the Unified Work Program.

Federal requirements for participation require that all third party agreements for services have the concurrence of the state. All contracts over $ 5000 must receive federal approval for compliance with the Federal Highway Program Manual requirements prior to execution by the Metropolitan Service District.

Ted Spence

TED SPENCE
Policy & Planning Coordinator

TS/po

cc: Mainor Holmes
John Gregory

P H
M

Form 734-3122

9729

DATE: December 13, 1979

CON 21

TO: Glen L. Green, Division Administrator
Federal Highway Administration

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Request for Additional Construction with Federal Aid Interstate Funds on 2½-Mile Section of Existing Interstate 5 in Portland

This submission involves a request for additional construction with Federal Aid Interstate Funds on a 2½-mile section of existing Interstate 5 in Portland.

This portion of I-5 performs a critical transportation function by supporting the economic well-being of the entire Portland metropolitan area and particularly the region's central city and marine port. Interstate 5 serves to interconnect the existing network of freeways and major arterials serving the centralized area of Portland and the region.

The proposal for Interstate 5 involves the addition of auxiliary lanes, collector roads and ramp extensions to address serious existing operational deficiencies through a short series of bottlenecks, and to accommodate the Greeley Avenue ramps to Swan Island.

The proposed added construction would be largely confined to the existing right-of-way with no major disruption to existing development.

This additional improvement together with other adjacent staged improvements, a program of traffic management through ramp metering now being designed, and major emphasis which the region continues to give to transit and ridesharing, are expected to develop and maintain a reasonable future level of service on I-5.

The cost of the proposed work (1978 prices) is approximately $40,000,000. For this investment, existing congestion would be alleviated, safety would be enhanced, the Swan Island industrial district access through the newly approved Greeley Ramps could be reasonably served, a major improvement in system balance and reliability would be achieved for supporting the area's economic core and improved transit objectives would be achieved in conjunction with the ramp meters with bus bypasses. This improvement is also expected to be consistent with and support other general goals, including economic development, maintaining environmental quality, conservation of resources, and public safety.

The Metropolitan Service District and the Regional Planning Council of Clark County have indicated full support for this proposal.

Attached is general technical support information which briefly describes the serious congestion in the existing bottlenecks, the expected user benefits, the HOV lane feasibility analysis, the relationship to main central city employment centers, the proposed improvements and endorsements of the proposed project by local jurisdictions.

cc: F. B. Klaboe
R. N. Bothman
D. H. Moehring
E. S. Hunter
E. L. Hardt

7727 N

1-5

ROAD DESIGN SECTION

FILE: DES 1
626-1904-901

K. D. Limbocker
Metro Design Engineer

November 14, 1979

ORIGINAL SIGNED
DUANE O. CHRISTENSEN
Duane Christensen
Final Design Engineer

Subject: Greeley Avenue Connection to I-5
Pacific Highway
Multnomah County

Reference is made to your November 2 letter concerning Wall "F" relocation for the "SG" Line Ramp.

The "SG" Line gutter grade along Wall "F" calls for a cut of approximately 25 feet to existing ground in the area of the "EW" Line, thus allowing the "SG" Line to pass under Mississippi Avenue. The proposed Williams Avenue Ramp, in order to match the grades of I-5 Freeway northbound, has to pass over Mississippi Avenue. This grade would call for a cut of approximately 11 feet. The difference in elevation between the two lines would dictate Wall "F" to remain and the addition of a shorter wall along the easterly shoulder (see included sketch).

There are approximately 11 feet between the ends of Wall "H" footing and the "EW" Line Pier No. 1 footing. Moving the "SG" Line to the west could undermine the existing footing of "EW" Line Pier No. 1 and jeopardize the integrity of that footing. Also, moving the "SG" Line would require the relocation of the high voltage transmission line pole, located on the northerly side of Stanton Street at the intersection of Albina Avenue.

In reviewing the sketch attached with your letter, it appears that the projected alignment would pass through Pier No. 2 of the "WE" Line.

Please review the above and submit your analysis.

WEC:ja

Enc.

cc Bob Whitby
W. E. Cole

1 Versteeg ✓

RECEIVED

626-1904-901

STATE OF OREGON

INTEROFFICE MEMO

Metro Technical Services — DEPT.
238-8230 — TELEPHONE

TO: J. H. VERSTEEG
Design Engineer - Salem

DATE: November 2, 1979

FROM: K. D. LIMBOCKER
Metro Design Engineer

SUBJECT: Greeley St.-I-5 Ramps
"SG" Ramp Retaining Wall "F"

In reviewing the preliminary plans for the I-5 TSM project, we find a problem with the location of retaining wall "F" on the east side of the "SG" ramp as it passes under the "WE" and "EW" ramps of the Fremont Bridge Interchange. Under the TSM project the Williams Ave. on-ramp will pass through this same location and will also require a retaining wall.

We suggest that the "SG" ramp be shifted westerly if possible, and that Wall "F" be shifted easterly and designed to accommodate both ramps. Attached is a sketch map.

PEH:pq

Attachment

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Christensen
2 Olson
Sullivan
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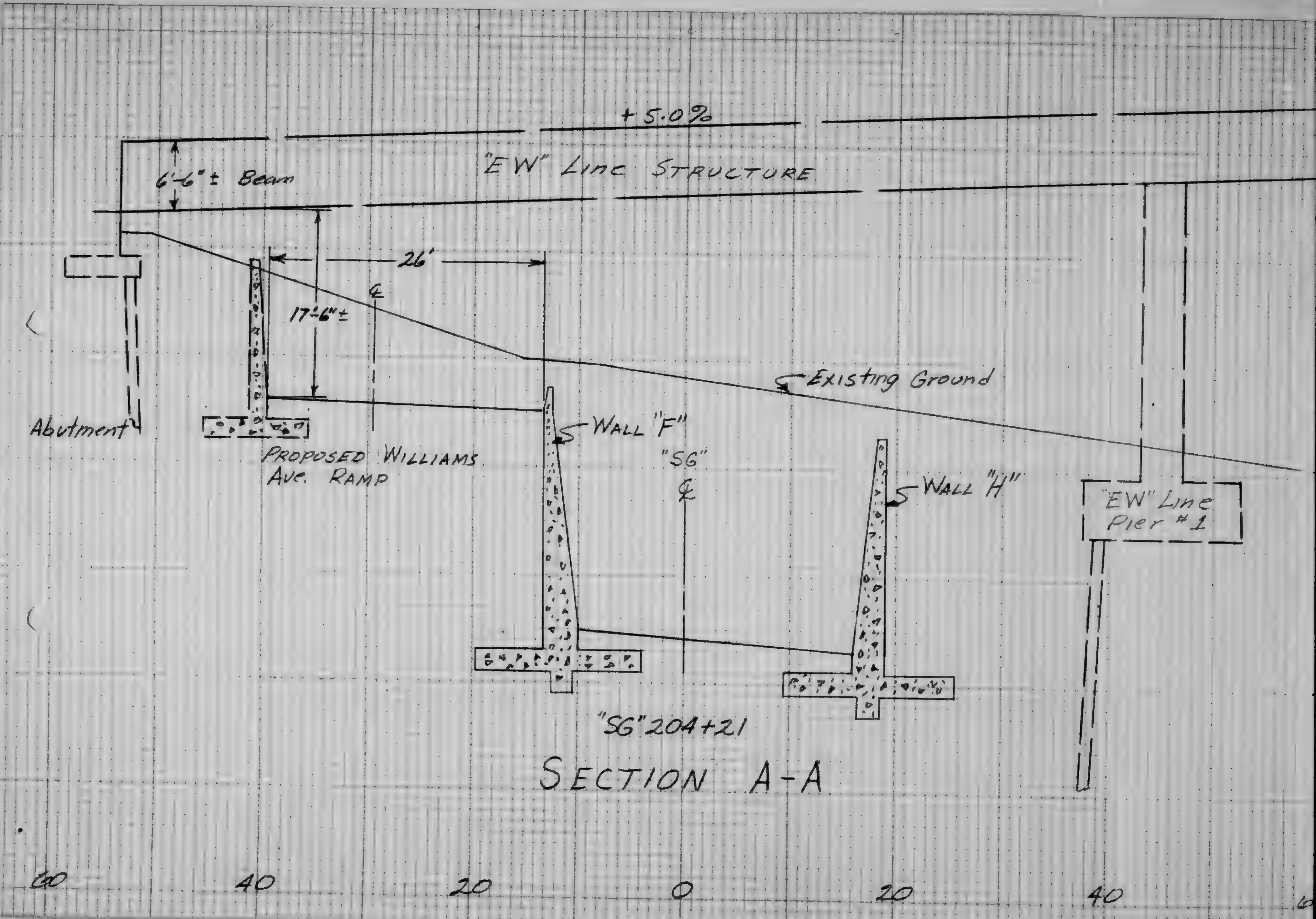
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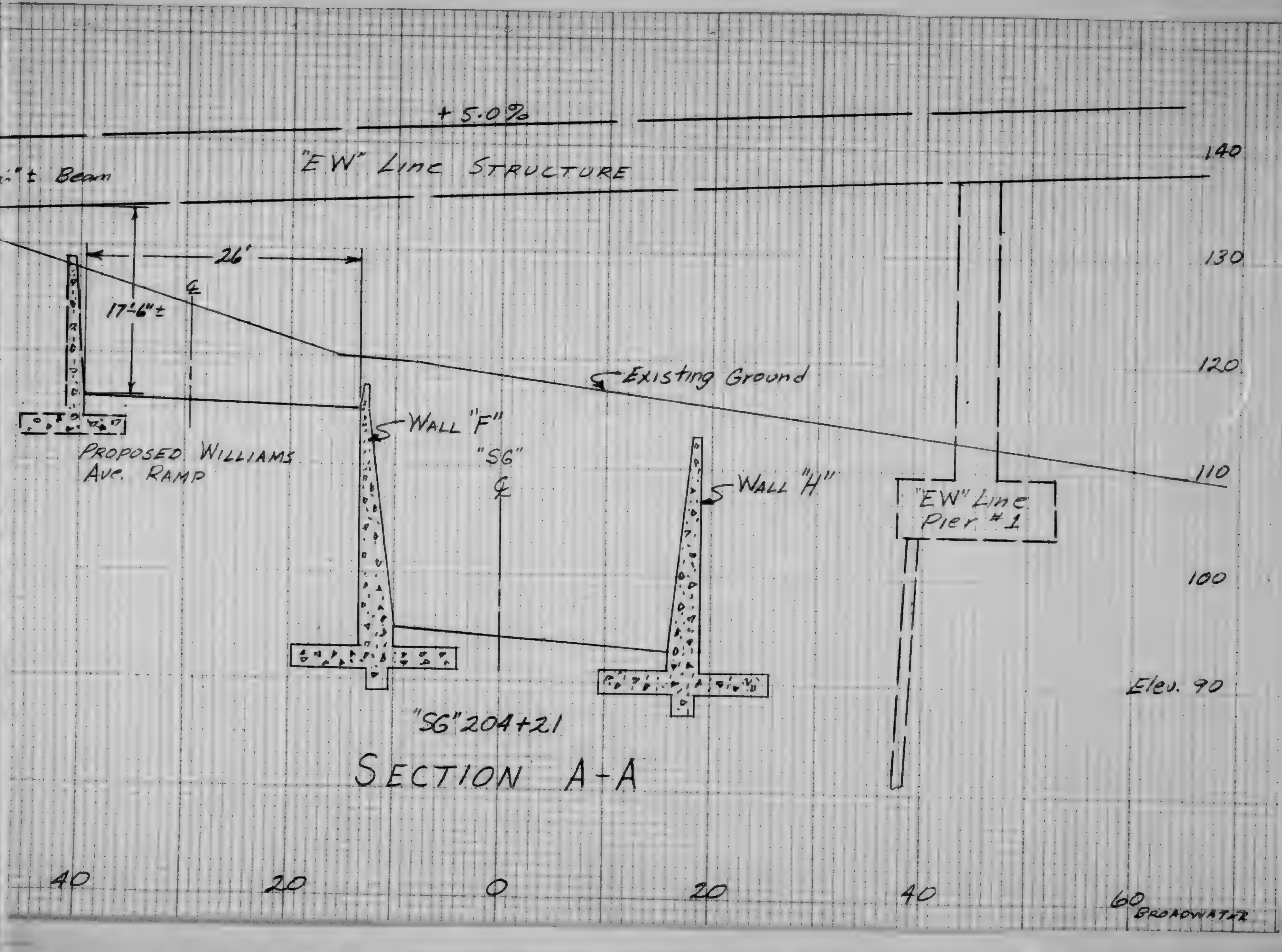
SECTION A-A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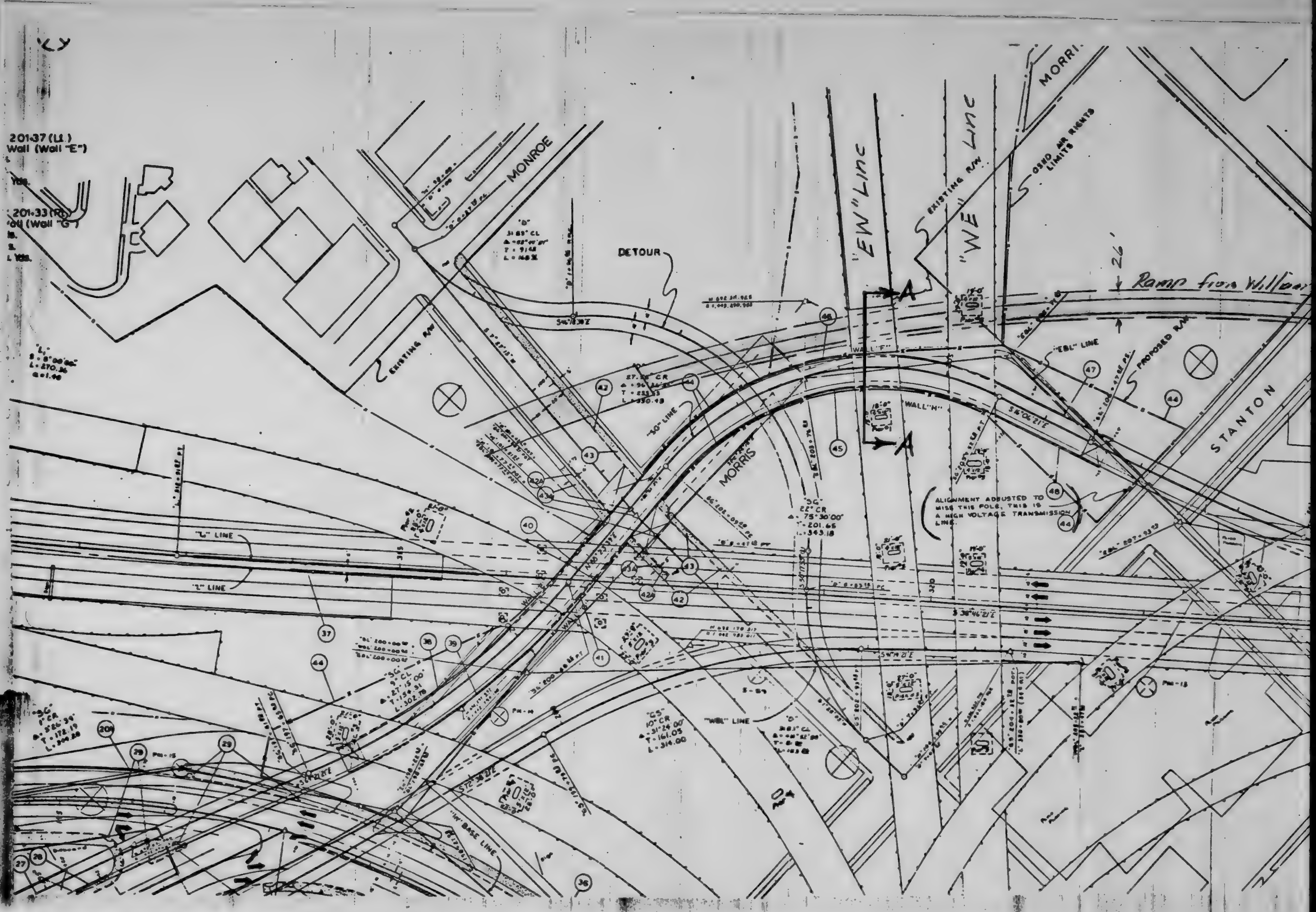
SECTION A-A



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Wall (Wall "E")
201+33 (Rt.)
Wall (Wall "G")
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EXISTING R/W
PROPOSED R/W
OSRD AIR RIGHTS LIMITS
"EW" Line
"WE" Line
Ramp from Willow
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A
WALL "F"
WALL "H"
"EBL" LINE
"WBL" LINE
"SG" LINE
"L" LINE
"M" BASE LINE
ALIGNMENT ADJUSTED TO MISS THIS POLE, THIS IS A HIGH VOLTAGE TRANSMISSION LINE.
"SG"
22° CR
Δ = 75°30'00"
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L = 343.18
"SG"
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T = 154.51
L = 302.78
"CS"
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Δ = 31°24'00"
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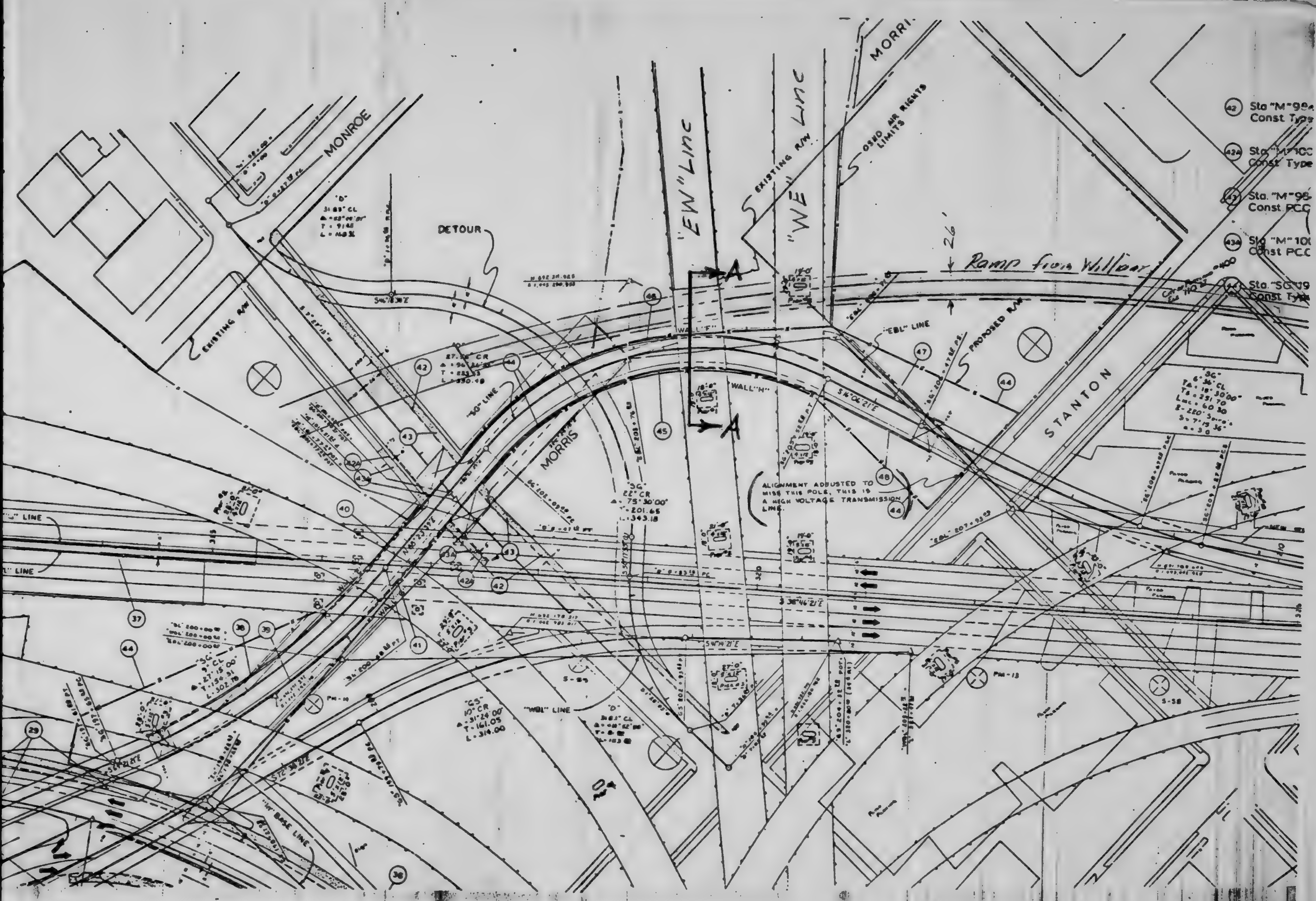
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ALIGNMENT ADJUSTED TO MISS THIS POLE, THIS IS A HIGH VOLTAGE TRANSMISSION LINE.
"D"
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"SG"
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"GS"
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U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. IX-9926(2)

STATE PROJECT NO. See Below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 90014

COUNTY NAME Multnomah

PROGRAM STAGE *(Check)* ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

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11/20
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DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 11-14-79

FEDERAL ROUTE NUMBER FAU-9926

STATE ROUTE NUMBER City Street

GENERAL LOCATION:

North Basin Avenue-Pacific Highway (Portland) Section

GENERAL DESCRIPTION OF WORK:

Supplement No. 1 to Consultant Agreement

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER *(Specify)* Supplement No. 1 - Consultant Agreement - Earth Metrics, Inc.
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of November 1, 1979, I approve Supplement No. 1 to the Consultant Agreement with Earth Metrics, Inc., at a TEC of $51,440, which includes a net fee of $6,681. Federal participation is limited to $43,724. No additional obligation of funds required. You are now authorized to proceed with the work covered by the agreement. A signed copy is returned herewith.

DATE 11-14-79

SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1979-721-919

9729

5

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project M-9926(1)&M-9945(1)
Basin/Going - Greeley/I-5
Business ASsistance Program

Date: November 14, 1979

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO.6-OR

To: Mr. F. B. Klaboe, Director
Oregon Department of Transportation

The proposal submitted with Mr. Bothman's November 1, 1979, letter has been reviewed. The activity can be included in your normal right of way activities as long as it is coordinated as an integral part of the relocation assistance program.

Since a consultant will be involved it will be necessary to conform to FHPM 7-5-1, paragraph 10, concerning consultants. With this in mind you may proceed with RFP preparation. Funding will be part of the right of way authorization.

for G. L. GREEN

cc:
ODOT (R N Bothman)
(J B Boyd)

11-27

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RECEIVED
STATE HWY ENGR
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REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
DOT DIRECTOR
NOV 16 '79
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Coulter
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9727

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

10-23-79

FEDERAL AID PROJECT NO.: M-9945(1)

STATE PROJECT NO.: See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon.

PROGRAM NO.:

ITEM NO.: 71411

COUNTY NAME: Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:
Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

10-24
Orig

RECEIVED
STATE HWY ENGR
OCT 24 '79
REFER TO
Moehring
FOR

Info	Invest	R/D	C/R	Sign	Act	File

DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: 10-23-79

FEDERAL ROUTE NUMBER: FAU-9945

STATE ROUTE NUMBER: City Street

GENERAL LOCATION:
N. Greeley Avenue Connection to I-5

GENERAL DESCRIPTION OF WORK:
Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) Program Change
See below

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of October 9, 1979, I approve the revised preliminary engineering costs to a TEC of $348,000 with Federal participation limited to $298,584. (Increase TEC $58,000 - Federal Funds $49,764)

DATE: 10-23-79

SIGNATURE OF APPROVING OFFICIAL: G. K. Hossner

TITLE: for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1975—721-918

DATE: October 9, 1979

TO: OREGON TRANSPORTATION COMMISSION

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Interstate Transfer Project Requests

On the Consent Calendar for the October 24 meeting will be three requests for approval of projects utilizing Interstate Transfer funds withdrawn from the Mt. Hood Freeway.

Portland's request is for a $7,800,000 project to provide ramp connections to I-5 from Greeley Avenue.

Washington County is requesting a $609,000 project to signalize three intersections, construct transit turnouts and shelters, and provide intersection channelization all within a 3.4 mile segment of Farmington Highway No. 142.

The request from the State Highway Division is for a $500,000 preliminary engineering project to conduct studies and prepare contract documents for reconstruction of the Sunset Highway/Beaverton-Tigard Highway Interchange.

Interstate Transfer funds for these projects are estimated at $7,572,650 with the State providing $75,000 and Local Government providing $1,261,350 of local match.

These projects, which will provide improvements to the State Highway System, have been investigated and are eligible for funding. I recommend your approval of the projects and request authorization to sign the project agreements for and on your behalf.

Attachment
GEZ:pf
bcc: F. B. Klaboe
C. W. Head
D. H. Moehring
E. S. Hunter
R. L. Schroeder
C. T. Keasey
R. N. Bothman
E. L. Hardt
D. E. Swan
G. Ball

CITY OF PORTLAND
Proposed Interstate Transfer Project

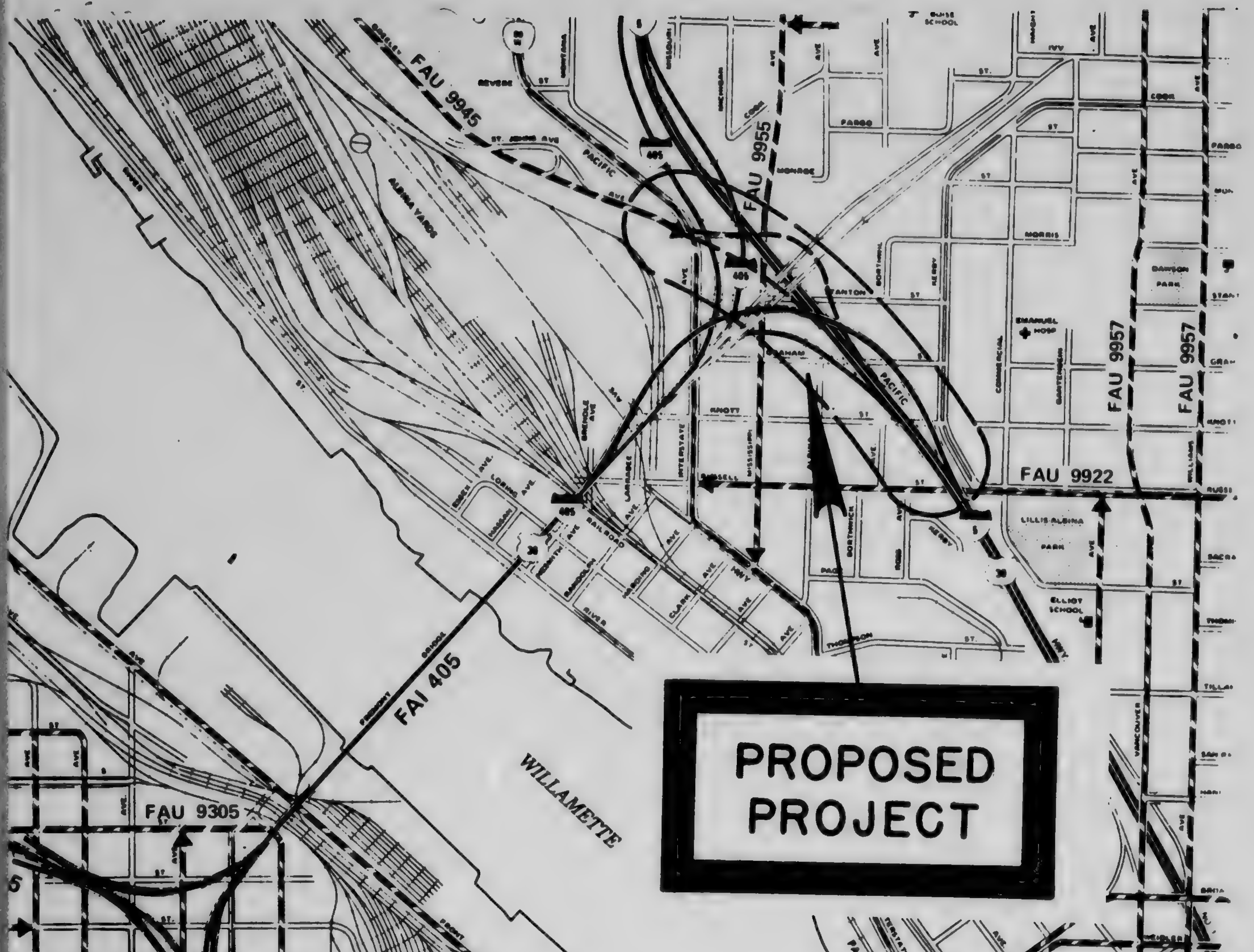
Greeley Avenue/I-5 Interchange
Grade, Pave, Structures, Signals, Illumination, Landscaping,
Signing and Striping
$7,800,000

This project entails all the work and costs to provide ramp connections to I-5 from Greeley Avenue. This request is for the R/W and construction phases, preliminary engineering was previously approved on June 29, 1976. The project consists of constructing (1) a Southbound on-ramp from Greeley Avenue to I-5 that is grade separated from Interstate Avenue, and (2) a Northbound to Westbound off-ramp from I-5 to Greeley Avenue, grade separated across Interstate Avenue. An additional Southbound lane will be provided on I-5.

Additional right-of-way will be acquired as a participating cost of the project.

State will perform construction engineering.

79-8
10/3/79



FAU 9945
FAU 9955
405
ALBINA YARDS
PACIFIC
FAU 9957
FAU 9957
EMANUEL HOSP
DAWSON PARK
FAU 9922
LILLIS ALBINA PARK
ELLIOT SCHOOL
PROPOSED PROJECT
FAI 405
FREMONT BRIDGE
WILLAMETTE
FAU 9305
FAU 9295
NORTHERN
FAU 9300
BROADWAY BRIDGE
MEMORIAL COLISEUM
FAI 5
FAU 9957
LOVEJOY
FAU 9022
FAU 9318
FAU 9299
FAJ 9305
POST OFFICE BLDG
STEEL BRIDGE
FAU 9361
RIVER
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91.17

GENERAL FILES

VICTOR ATIYEH
GOVERNOR

Department of Transportation
METROPOLITAN BRANCH
5821 N.E. GLISAN, PORTLAND, OREGON 97213

September 25, 1979

Telephone 238-8226

The Honorable Connie McCready
Mayor, City of Portland
1220 S.W. Fifth Avenue
Portland, OR 97204

The Oregon Department of Transportation requested federal aid interstate funding for the Greeley/I-5 ramp. The approved I-5 route through Portland did not contain provisions for a connection to Greeley Avenue at the time construction was authorized.

Glen Green, Division Administrator FHWA, has advised that under the uniform policy governing participation limits, which is outlined in an FHWA circular memorandum dated September 1964, an interchange that is approved by the administrator after August 31, 1964 shall not be eligible for FAI funding.

With approval of the final environmental impact statement last month, we have proceeded to program transfer funds for the right-of-way acquisition in order to keep the project moving on schedule.

In a list of items of concern to Oregon, presented to Secretary Goldschmidt, we included the proposal for utilization of federal aid interstate funds for the Greeley/I-5 ramp. However, that submittal was simply a list of areas of concern to Oregon.

Because the request to fund the Greeley project with interstate funds originated with the city, I am available to discuss with you and the city staff any courses of action that the city may wish to pursue.

R. N. Bothman
Administrator

RNB:ke

bcc: Fred Klaboe
Cowles Mallory
John Lang

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SEP 26 '79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

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LAND

1851

OREGON

OFFICE OF
THE MAYOR

1220 S. W. FIFTH AVE.
PORTLAND, OR. 97204
503 248 - 4120

NOTED
H. S. COULTER

RECEIVED
STATE HWY ENGR
SEP 6 '79
REFER TO
FOR
Info Invas R/D D/R Sign Act File

9-12 cys

Fred - we made a pitch - it was turned down
R

Bothman is to communicate the turndown to the city.
R

cc Bothman

[illegible]
~~August 31, 1979~~

F. B. Klaboe, Director
Department of Transportation
Transportation Building
Salem, Oregon 97310

SUBJECT: Greeley/I-5 Ramp Funding through the Federal Aid Interstate Program

Dear Mr. Klaboe:

I have received your July 26, 1979 letter addressed to former Mayor Neil Goldschmidt, which indicates the State's willingness to pursue the addition of the Greeley/I-5 ramp into the Federal Aid Interstate program and requests the City commit itself to funding the required eight percent local match for the project.

The Greeley/I-5 ramps are high priority projects of the City of Portland. I encourage you to continue efforts to have them added to the FAI program, and, thereby, eliminate the need of "transfer funds" for their construction. In addition to your efforts, I will remain in contact with the Secretary of Transportation, urging his approval of this request.

Although it is normal for the State to pay the eight percent match on FAI projects, we are all familiar with the State's limited revenue available for new projects such as the Greeley/I-5 ramps. Under these conditions it is my intent to recommend to the City Council, at the time necessary to make the eight percent payment, that the City finance this portion of the project. However, if prior to the time of making the payment, increased revenue (such as the additional two-cent gas tax) becomes available to Oregon, then the question of which agency finances the eight percent payment should be reviewed to determine if ODOT should make the payment rather than Portland.

Sincerely,

Connie McCready

Connie McCready
Acting Mayor

CM.jl

cc City Council
Cowles Mallory
John Lang

[illegible]
Bothman
[illegible]

RECEIVED
DOT DIRECTOR
SEP 4 '79
REFER TO
FOR
Info Invas R/D D/R Sign Act File

M, where are we on this request?

August 6, 1979

The Honorable Neil Goldschmidt
Secretary of Transportation-Designate
303 City Hall
1220 SW. Fifth Avenue
Portland, OR 97204

Dear Neil:

Thank you for providing the opportunity to identify our State transportation issues and priorities for your consideration as the Secretary of Transportation-designate.

The following is a summary list of administrative issues and legislative items of interest to the Oregon Department of Transportation:

Administrative Issues

1. Streamlining procedures for obligational approval on Interstate Substitution Projects.
2. Need for uniformity of project development requirements of FHWA and UMTA on multimodal projects such as the Banfield.
3. Streamlining Environmental Impact Statement procedures.
4. Surface Transportation Agency Reorganization proposal.
5. Streamlining procedures for UMTA grant approvals.
6. Administration of Intercity Bus Programs (Sections 21 and 22).

7. Approval of Interstate Cost Estimate.
8. FAA rule making procedures.
9. Obstructions affecting navigable airspace.
10. FAA role in pilot training.
11. Scheduled air service to small communities.
12. FRA formula for allocation of Local Rail Service Assistance Funds (Section 803).
13. Federal Highway Cost Allocation Study.

Legislative Items

1. Include Interstate Transfer Funds in 10% Federal aid highway funds eligible for signalization and railroad/highway crossing hazard elimination projects at 100% Federal share (Section 120(d) of Title 23).
2. Amend Federal Highway Beautification Act to allow business identification signs and "exempt" signs as provided for under Oregon statutes.
3. Continue appropriations for Safer Off-System Roads Program.
4. Provide appropriations for Intercity Bus Terminal Development and Operating Assistance Programs (Sections 21 and 22).
5. Continue appropriations for Federal Highway Beautification Program.
6. Establish public transit trust fund from proposed Windfall Profits Tax.

7. Maintain adequate AMTRAK route structure and service.

8. Provide needed level of Interstate Transfer funds for the period of 1982-1986.

9. Continuation of the Airport Development Aid Program (ADAP).

10. Land-use compatibility and airports.

11. Highway funding base in relation to energy situation.

Project Priorities

In addition to the above issues, there are several specific projects of particular importance to the State of Oregon. Most of these are in some stage of review within the U. S. Department of Transportation:

1. Banfield Light Rail Project.
2. Alsea Bay Bridge Replacement.
3. Greeley/I-5 Ramps.
4. Marquam Bridge Ramp.
5. I-505 Withdrawal.
6. Major Reconstruction of I-5 North.
7. Portland Transportation Center.
8. Federal Lands Highways Projects.

Governor Atiyeh has expressed a general concern about the transportation problems of East Multnomah County.

We appreciate very much your consideration of these issues. Attached is a more complete description of each item. I am available as are members of my staff to review any of these in more detail.

Sincerely

F. B. Klaboe
Director

Attachment

bc: George Bell
Bob Bothman/Ted Spence
Paul Burket
Scott Coulter
Skip Grover
Bill Hayden
Ron Linton
Dennis Moore
Bob Royer
Larry Rulien
Jim Russell
Jack Sollis
Dave Talbot
Dave Moehring
Tom Walsh
Glen Green

BH: AP: DN

cy to Vern Cusack, FHWA thru Rulien

8-16-79

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SEP 10 '79
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FOR
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9121

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. M-9945(1)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 71411

COUNTY NAME Multnomah

PROGRAM STAGE *(Check)* ☐ 1. ☐ 2.

TO:
Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 6 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

9-6

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 9-4-79

FEDERAL ROUTE NUMBER FAU 9945

STATE ROUTE NUMBER City Street

GENERAL LOCATION:
N. Greeley Avenue Connection to I-5 Section

GENERAL DESCRIPTION OF WORK:
PS&E Preparation

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including archeological salvage and utility and railroad preparatory work.
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of August 16, 1978, you are now authorized to proceed with the work as shown above at a TEC of $40,000 with Federal participation limited to $34,320. Final EIS approved and forwarded to EPA June 29, 1979.

DATE 9-4-79

SIGNATURE OF APPROVING OFFICIAL G. K. Hoover

TITLE for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976-721-816

9121

5

The Oregon Division - Salem

June 13, 1979

HPD-OR

Greeley Ramps
Oregon M-9926(1) & M-9945(1)✓

E. J. Valach, Program Development Engineer

Mr. G. L. Green, Division Administrator

I have had several recent verbal contacts concerning the eligibility of the Greeley ramps for FAI funding. The general information I furnished to the Metro Region of ODOT is as follows:

1. The general policy is that FAI funding is not available for interchanges added to a completed section which was funded in whole or substantially with FAI funds. (Stage construction is a separate matter.) The attached September 1964 Circular Memorandum describes the basic policy.

2. The Federal Highway Administrator has the prerogative to review and act on special cases.

3. The current general pattern concerning added costs to the Interstate System is one of conservatism brought on by the 1978 STAA emphasis on completion of the Interstate System.

E. J. Valach

Attachment

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STATE HWY ENGR
AUG 7 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

JUN 1 1979

8/23/79
No further
action contemplated

Larry—
No. 2 would seem to best fit any effort to get Fed. participation. Hayden is aware of what Valach has written.

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Oregon Division - Salem

SUBJECT: Oregon Project M-9945(1)
North Greeley/I-5 Connection

DATE: August 3, 1979

In reply refer to: HFO.6-OR

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer

By letter dated August 1, 1979, Mr. Moehring has requested Federal-aid Interstate funding for this project. The request mentions stage construction.

The approved I-5 route through Portland did not contain provisions for a connection to Greeley Avenue at the time construction was authorized. The uniform policy governing participation limits is outlined in our Circular Memorandum dated September 1964 (copy attached). Under that criteria the Greeley connection does not constitute stage construction. This policy further states that there will not be FIA participation in the costs of a future interchange that is approved by the Administrator after August 31, 1964.

Accordingly, this project is not eligible for FAI funding.

G L Green
G. L. Green

Attachment

cc:
OSHD (D H Moehring)
OSHD (E S Hunter)
Region 1 (R. N. Bothman)

7-6 one J.

research the main
& see if there is a provision
somewhere that would allow
interstate funding
H

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STATE HWY ENGR
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REFER TO Moehring
FOR
Info ☐ [illegible] ☒ R/D ☐ C.R ☐ Sign ☐ [illegible] ☐ File ☐

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
WASHINGTON, D.C. 20235

September 1964

CIRCULAR MEMORANDUM TO: Regional Engineers 1 through 9 Inclusive

FROM: G. M. Williams, Director of Engineering and Operations GMW.
32-01 Washington, D. C.

SUBJECT: Interstate Highways - Participation Limits at Crossroads and Interchanges. Supplement to Memorandum to Regional Engineers Dated September 1962

The principles and bases for determining FAI participation limits on Interstate highway projects undertaken since passage of the Federal-aid Highway Act of 1956 as set out in the September 1962 memorandum have been helpful to retain consistency in administration of this portion of the program.

Several items of participation were given intensive review prior to issuance of the cited memorandum but were left for evaluation of the merits of proposals by the States on individual situations. Two such items were the participation with FAI funds in the costs of "Future Crossroads" (see Section A-5, sheets 4-5) and of "Future Interchanges" (see Section B-8, sheets 10-11). These two items have been reviewed again with the Federal Highway Administrator by members of his staff and determination made by him that the text of the attachment to the September 1962 memorandum be revised as defined herein, and that the revised principles be effective hereafter both for proposals now under consideration at the Washington office and for proposals submitted hereafter by a State highway department.

A. The third paragraph of "Section A-5. Future Crossroads," which is the second full paragraph on sheet 5 of the attachment to the September 1962 memorandum, is hereby revised to read as follows:

> "FAI participation in the costs of a crossroad that is constructed as a later stage of development of plans, which plans had been approved by the division engineer at the time he authorized or authorizes the State to proceed with advertisement for the initial Interstate construction project on a section of Interstate highway,

(more)

may be approved by the division engineer, provided the work is to be completed within the statutory time limit set for completion of the Interstate system and provided sufficient apportioned FAI funds are available for expenditure for such work at the time the work is authorized.

"There will not be FAI participation in the costs of a future crossroad that is approved by the Federal Highway Administrator under the provisions of Section 1.23 (Rights-of-Way), Code of Federal Regulations, Title 23--Highways, after August 31, 1964.

"Approvals for a future crossroad given by the Federal Highway Administrator on or prior to August 31, 1964, which also approved FAI participation in the costs of the future crossroad, are to remain in effect, provided the work is completed within the statutory time limit set for completion of the Interstate system and provided sufficient apportioned FAI funds are available for expenditure for such work at the time the work is authorized.

"For any approved crossroad for which there is not FAI participation, there may be participation in the eligible costs thereof with appropriate FAP, FAS, or FAU class(es) of funds provided the crossroad is a part of an approved Federal-aid primary or secondary system of highways."

The third paragraph of "Section B-8. Future Interchanges," which is the second full paragraph on sheet 11 of the attachment to the September 1962 memorandum is hereby revised to read as follows:

"FAI participation in the costs of an interchange that is constructed as a later stage of development of plans, which plans had been approved by the division engineer at the time he authorized or authorizes the State to proceed with advertisement for the initial Interstate construction project on a section of Interstate highway, may be approved by the division engineer, provided the work is to be completed within the statutory time limit set for completion of the Interstate system and provided sufficient apportioned FAI funds are available for expenditure for such work at the time the work is authorized.

"There will not be FAI participation in the costs of a future interchange that is approved by the Federal Highway Administrator under the provisions of Section 111 of Title 23, U.S. Code, after August 31, 1964.

(more)

> "Approvals for a future interchange given by the Federal Highway Administrator on or prior to August 31, 1964, which also approved FAI participation in the costs of the future interchange, are to remain in effect, provided the work is completed within the statutory time limit set for completion of the Interstate system and provided sufficient apportioned FAI funds are available for expenditure for such work at the time the work is authorized.
>
> "For any approved interchange for which there is not FAI participation, there may be participation in the eligible costs thereof with appropriate FAP, FAS, or FAU class(es) of funds provided the interchange crossroad is a part of an approved Federal-aid primary or secondary system of highways."

A supply of this memorandum sufficient to provide five copies each for the regional office, for each division office, and for each State highway department within the region is being provided to each regional engineer for his distribution. A limited number of additional copies is being held for other distribution in response to special requests.

Special distribution

PROJECT MANAGEMENT BRANCH
ASH ☐ STE ☐
PLE ☐ RE ☐ [✓ PRE ☐]
AUG 6 1979
REFERRED TO ____________________
FOR ____________________
FILE: PM FA LG.

August 1, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
D. H. MOEHRING

FROM: D. H. Moehring
Asst. State Highway Engineer

SUBJECT: N. Greeley Ave. Connection to I-5
N-9945(1)

This proposed project represents an effort to improve the access to the rapidly developing Swan Island industrial area. We believe the project should be constructed with Interstate funds.

This proposed interchange is really stage construction on this section of freeway. The long range Swan Island Access needs were not adequately assessed at the time this section was built. We now propose to correct that oversight by the construction of this interchange. We are also preparing a project to provide ramp metering on I-5 from the Interstate Bridge to N.E. Broadway in order to help relieve the serious congestion problems.

Additional access points on I-5 were approved by the FHWA Executive Director. [redacted]

DES:pf

cc: H. S. Coulter
E. S. Hunter
R. N. Bothman

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DOT DIRECTOR
SEP 10 '79
REFER TO
FOR

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VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 26, 1979

In Reply Refer to
File No.:

The Honorable Neil Goldschmidt
Mayor, City of Portland
1220 S. W. Fifth Avenue
Portland, OR 97204

Dear Mayor Goldschmidt:

I have your letter to Mr. Bothman requesting that we attempt to add the Greeley/I-5 Ramp and Arterial project to the Federal-Aid Interstate Program.

You will recall that early preliminary work on this project was undertaken as a Federal-Aid Urban System Project and that currently the project is proposed for interstate transfer funding to be matched (15%) by the City of Portland. It is my understanding that you have budgeted the 15% for this project.

We will pursue the addition of this project to the Interstate System. If successful, the strain on the transfer fund dollars would be eased and, in addition, the match requirement would go from 15% to approximately 8%. In view of the nature of the project, its past history, and the fact that we have committed to some $40 million worth of improvements on I-5 in connection with the project, it appears most appropriate that you commit, on behalf of the City, the required 8% match.

We need to know your intent in this regard. Please advise.

Sincerely,

F. B. Klaboe
Director

cc: Oregon Transportation Commission
LWR:jh jv

bc: H. S. Coulter
R. N. Bothman

7-27 cy
Put together a strong pitch to Feds
R

RECEIVED
STATE HWY ENGR
JUL 26 '79
REFER TO
Meeting
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form [illegible]

9729

STATE OF OREGON **INTEROFFICE MEMO**

ODOT METRO
DEPT.

238-8226
TELEPHONE

TO: F. B. Klaboe
Director

DATE: July 11, 1979

FROM: R. N. Bothman Robert N Bothman
Administrator

SUBJECT: Basin/Going/Greeley/I-5 Project
Swan Island Transportation Access
Oregon Projects M-9926(4) & M-9945(1)

The Greeley/I-5 ramps and Basin/Going interchange projects have been carried as a single effort to design approval. The work to date has been accomplished with FAU funds.

The cost of the projects has doubled since its initial conception, which leaves the City and the Port short of funds.

The City has budgeted e(4) withdrawal funds to supplement the FAU funds to provide for sufficient funding.

However, Mayor Goldschmidt has requested in the attached letter that the Department take steps to request Federal Aid Interstate funds for the Greeley ramps project.

I have verbal information from FHWA that the secretary has approved the additional ramps to the interstate system. The Federal Highway Administration has signed the FEIS and the statement is being circulated. Subject to further comment, the design approval will become automatic August 10.

The metropolitan region is facing a major "crisis" with the e(4) program . Major projects that are starting to materialize are overrunning their estimates. The projects we are attempting to bring to contract this year alone are overrunning approximately $9 million. I anticipate that future projects will also overrun. In addition, MSD is at the current time attempting to select the projects to utilize the $20 million in I-505 e(4) funds which have not been committed to specific projects. The "wish list" is about three times that much. All represent needed highway improvements in the region.

As I understand the federal regulations as discussed with Ernie Valach, there is little basis for providing funding for the ramps with interstate funding. The only basis is related to preferential treatment for high occupancy vehicles. The other basis that provides for federal funding is related to safety. We can not establish a justification for the ramps based on safety.

OTE
KLA

The justification for the ramps from the federal point of view, is a successful application of the urban initiatives program, which ties together major transportation improvements, major economic development improvements, and major urban environmental improvements.

For the benefit of both the region and the state, I recommend ODOT seek approval of interstate funding for the ramps. The current estimate for final design, right-of-way, and construction is $9,774,000.

RNB:ke

Attachment

RECEIVED
STATE HWY ENGR
JUL 13 '79
REFER TO
FOR
Info Inves R/D D/R Sign Act File

RECEIVED
DOT DIRECTOR
JUL 12 '79
REFER TO
Rulen
FOR
Info Inves R/D D/R Sign Act File

Please proceed as
requested by Mayor G.

326-1987 (120)

[illegible] TSC &
ODOT - METRO
JUL [illegible] 1979
[illegible] ebq FILE

THE CITY OF
PORTLAND
OREGON

OFFICE OF
THE MAYOR
NEIL GOLDSCHMIDT
MAYOR

1220 S. W. FIFTH AVE.
PORTLAND, OR. 97204
503 248-4120

June 28, 1979

Robert Bothman, Administrator
Metropolitan Section
Oregon Department of Transportation
5821 N. E. Glisan
Portland, Oregon 97213

Dear Mr. Bothman:

This is to formally request that the Oregon Department of Transportation take whatever steps are necessary in order to obtain approval from the Federal Highway Administration, U.S. Department of Transportation, for the use of Federal Aid Interstate funds on the Greeley/I-5 ramp and arterial project.

As you are aware, this project in concert with other FHWA and EDA assisted projects will provide the critical second access route to and from the Swan Island Industrial Park, thus allowing continued industrial expansion of this vital economic center.

Your assistance is very much appreciated.

Sincerely,

Neil

Neil Goldschmidt,
Mayor

NG:hm

cc: Members of Council

9719

5

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Oregon Division - Salem

DATE: July 6, 1979

In reply refer to: HPD-OR

SUBJECT: Request for New Access to Existing I-5 in Portland Greeley Avenue Ramps Projects M-9945(1) & M-9926(1)

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer

The FHWA Executive Director has approved the request in Mr. Hunter's June 1, 1979, letter for additional access points on I-5 in Portland to permit construction of a set of ramps to Greeley Avenue.

for G Walach
G. L. Green

cc:
OSHD (E S Hunter)

cc: Bothman
Hart
Westley
Mocking
George
7-10-79

7/11 cop
Klaboe
Send cc Bothman } info
Mocking

RECEIVED
STATE HWY ENGR
JUL 9 - '79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

GENERAL FILES

Vic Atiyeh

June 1, 1979

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street
Salem, OR 97301

bc H. S. Coulter
R. N. Bothman
D. H. Moehring (enc.)
J. H. Versteeg
Gary Potter
L. E. George

Dear Mr. Green:

Oregon Projects M-9945(1) & M-9926(1)
N. Greeley Avenue Connections to I-5
Swan Island Access
Your File HA-OR

The Oregon Department of Transportation requests approval to add a northbound exit and a southbound entrance to the existing Interstate 5 freeway in Portland near Mile Post 303.

The purpose of this new point of access is to provide improved transportation service to the Swan Island industrial area and is considered vitally important by the State of Oregon, the City of Portland and the Port of Portland. A final environmental impact statement which covers this requested pair of ramps and some street-type improvements on Swan Island has been submitted to the Federal Highway Administration.

In addition, a recommended improvement and management program has been developed which involves ramp metering and selected reconstruction on the six-mile section of I-5 between the Marquam and Interstate Bridges. This program is responsive to both existing and future traffic capacity deficiencies and will help assure a reasonable operational level of service on I-5. This I-5 improvement and management program is expected to receive favorable consideration by the Oregon Transportation Commission on June 19, 1979.

With favorable response to our anticipated request for FAI funding of this program, we expect I-5 to function in the future with less congestion than is being experienced today.

Your early approval of the two new ramp connections to the Interstate 5 freeway in Portland is requested.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer
Technical Services Branch

JHV:cj ja

1983 Greeley Connection to I-5 9729
Sec. Pacific Hwy. in Portland.
(Gr,pv,str,sign,ill,sig. & ldsp) #4

9739

5

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

July 6, 1979

TO WHOM IT MAY CONCERN:

The enclosed copy of the Final Environmental Impact Statement for Basin/Going & Greeley/I-5 in Multnomah County, Oregon has been adopted by the Federal Highway Administration and filed with the Environmental Protection Agency and is being submitted for your review and comment. This document is being distributed on behalf of the Federal Highway Administration in accordance with 23 CFR 771.

If it is your desire to further explore the impact of this project on the community, please address your comments to the Environmental Protection Agency, Division of Federal Activities, Room 537 West Tower, Waterside Mall SW, Washington, D.C. 20460, no later than August 10, 1979. This office would appreciate a copy of your comments.

Very truly yours,

Gary A. Potter

Gary A. Potter
Manager
Environmental Section
412 Transportation Building
Salem, Oregon 97310

GAP:lb

Enclosure

Form 734-3122

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Region 10

FHWA-OR-EIS-78-1-F

SWAN ISLAND TRANSPORTATION ACCESS BASIN/NORTH GOING AND GREELEY/I-5 PROJECTS MULTNOMAH COUNTY, OREGON

ADMINISTRATIVE ACTION

FINAL ENVIRONMENTAL IMPACT STATEMENT

U.S. DEPARTMENT OF TRANSPORTATION

Federal Highway Administration
and
Oregon State Department of Transportation

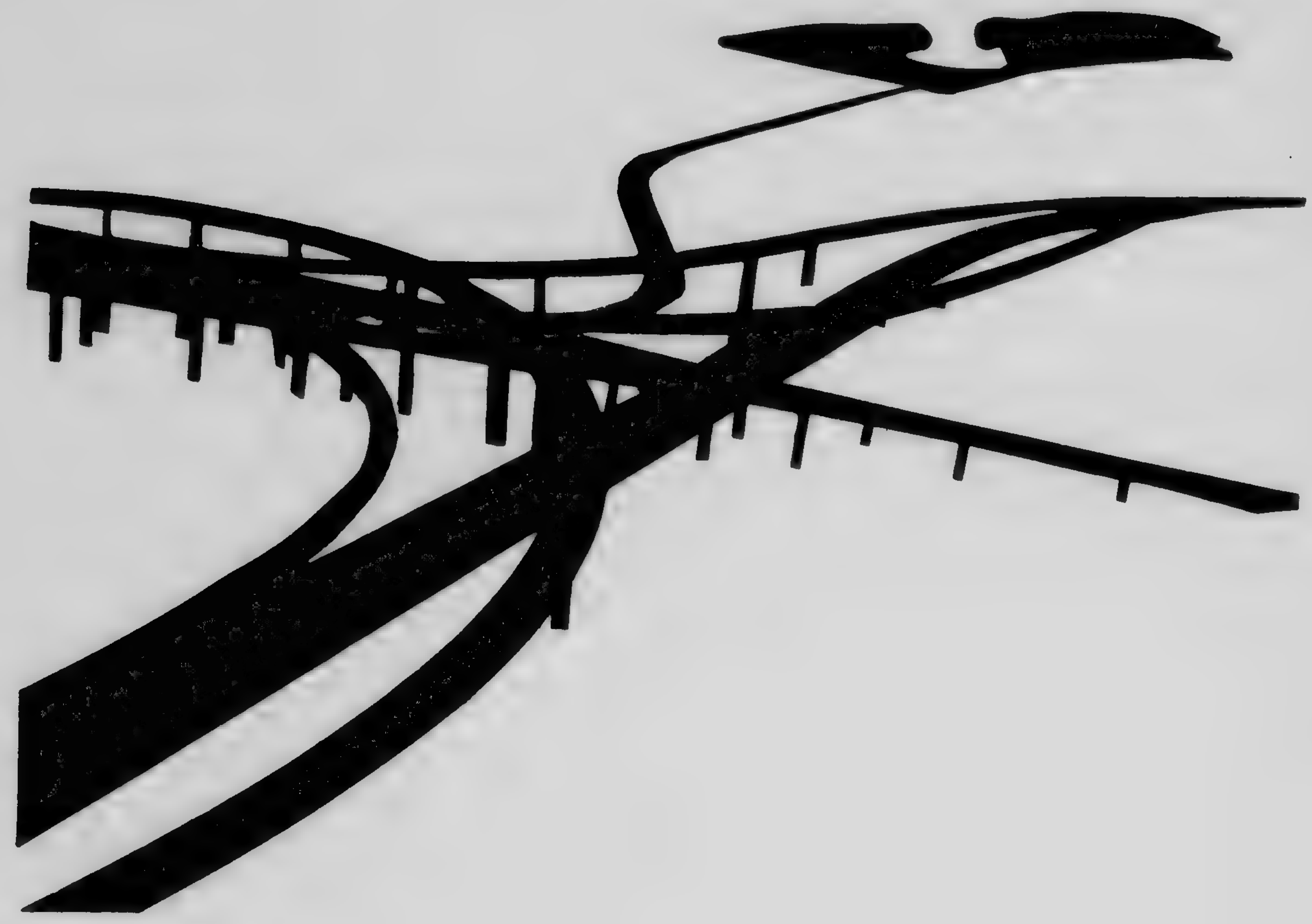
Submitted pursuant to 42 U.S.C. 4332(2)(c),
23 U.S.C. 128(a), and 49 U.S.C. 1653(f)

Technical Services Engineer	2-21-79 Date
Federal Highway Administratin Official	6-29-79 Date

SWAN ISLAND TRANSPORTATION ACCESS

Basin/North Going and Greeley/I-5 Projects

Multnomah County



FINAL

ENVIRONMENTAL IMPACT STATEMENT

VOLUME I: SUMMARY

FINAL ENVIRONMENTAL IMPACT STATEMENT

for

SWAN ISLAND TRANSPORTATION ACCESS,

Basin/North Going and Greeley/I-5 Projects

Multnomah County, Oregon

1. Federal Highway Administration and Oregon Department of Transportation Administrative Action Environmental Statement

   ( ) Draft (X) Final

   ( ) Section 4(f) Statement Attached

2. The following individuals may be contacted for further information concerning the subject proposal and the contests of this environmental statement:

Mr. Glen Green
Division Administrator
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308
Phone: 503-378-3835

Mr. Gary Potter
Manager
Environmental Section
Oregon Department of Transportation
Salem, Oregon 97310
Phone: 503-378-8486

Mr. Robert Bothman
Metropolitan Administrator
Oregon Department of Transportation
5821 N.E. Glisan Street
Portland, Oregon 97213
Phone: 503-238-8244

Mr. D. H. Moehring
Program Management Engineer
Oregon Department of Transportation
Salem, Oregon 97310
Phone: 503-378-6563

3. The purpose of the proposed action is to improve access to the Swan Island industrial area in order to facilitate full development and to minimize future traffic-related problems on North Going Street by constructing transportation improvements. These improvements would increase traffic capacity and divert a substantial amount of the increased traffic away from the Going Street residential area.

4. The Project:

   The project consists of roadway improvements in the vicinity of the Basin/North Going Street intersection, and construction of ingress and egress ramps to connect Greeley Avenue with Interstate 5 (I-5) in the vicinity of the Fremon Bridge interchange. This action would provide for the diversion of traffic (to and from I-5 south) from North Going Street to Greeley Avenue. These improvements are considered jointly in this EIS. Two design alternatives for each improvement and a No-Build Alternative were examined in the draft environmental impact statement. Of the design alternatives, Alternative 3C (Basin-North Going) and 3 (Greeley/I-5 Ramps) were selected for advancement. Alternative 3C was preferred because it cost less to constructed while having approximately the same impacts as Alternative 1. Alternative 3 was selected because it affords greater safety.

5. Alternatives Considered

   A. Build Alternatives

      (1) Basin/North Going Street Interchange

         (a) Alternative 1 provides for a system of one-way traffic flow, and construction of an overpass structure for exiting Swan Island traffic, that would remove traffic conflicts at the Basin/North Going intersection.

         (b) Alternative 3C (selected) also provides for a system of one-way traffic flow that would remove traffic conflicts at the Basin/North Going intersection. An overpass structure would not be constructed.

      (2) Greeley/I-5 Ramps

         (a) Alternative 2 provides for a grade-separated on ramp from I-5 to Greeley Avenue that would intersect with the Greeley Avenue/Interstate Avenue intersection at grade.

         (b) Alternative 3 (selected) provides for grade-separated structures for both the on- and off-ramps avoiding an at-grade intersection of the off-ramp with Interstate Avenue.

   B. No-Build Alternative

      The Basin/North Going and Greeley/I-5 improvements would not be constructed under this alternative. The effects associated with the No-Build alternative were considered with and without the possible implementation of a nighttime truck route.

6. Environmental Impacts

A. General Implications of the Proposed Project

(1) Project construction would foster full development of Swan Island by improving access to the industrial area and by increasing the capacity of local intersections and streets. Assuming no other constraints to development, employment would increase from its current level of 7,000 to about 13,000 by 1990.

(2) Further development of Swan Island will tend to localize industrial development near the Portland Central Business District in an area conveniently served by highway, rail, and waterborne transportation systems.

(3) Construction of the proposed projects will allow forecasted traffic volumes associated with full Swan Island development to be accomodated within City of Portland Ordinance 138318's mandated limit of 4,500 vehicles per hour (peak direction, peak hour). This limit applies to all present and future accesses to Swan Island at this time.

(4) Construction of the proposed projects and subsequent potential development of Swan Island would result in increased traffic and associated congestion on I-5. However, even if the projects are not built, traffic demands for 1990 are forecasted to exceed the physical peak-hour capacity of at least one section of I-5 in the project vicinity. Traffic volumes will increase in order to fill the available capacity (up to a practical limit) of I-5 as long as the Portland region continues to experience economic growth, population gains, and employment expansion. The subject project therefore highlights an existing developing deficiency in I-5. ODOT is conducting a Transportation Systems Management Study which addressed I-5 from the Interstate Bridge to the Marquam Bridge.

(5) I-5 may in fact be considered a constraint to growth on Swan Island. Regardless of whether or not the proposed projects are constructed, critical freeway sections have forecasted traffic demands in excess of capacity. This would discourage firms, particularly those with a transportation orientation from locating on Swan Island.

(6) Average daily traffic volumes on North Going Street (between Greeley and Interstate Avenues) will increase by 25 percent by 1990. However, with the No-Build Alternative, the increase would be 38 percent. Therefore, the Build Alternative represents a relative improvement to future traffic conditions on North Going Street. Nevertheless, congestion and safety hazards will increase as traffic volumes increase.

(7) There will be an indiscernible (1 decibel [dBA] at L_{10}) increase in noise levels along North Going Street during the peak hour. However, levels along North Going are presently well above (by 10 decibels) the FHWA standard of 70 decibels. Noise levels will decrease by 4 decibels during the highttime hours which is a perceptible decrease.

(8) Increased traffic (and associated air quality and noise effects) may lead to further deterioration of residential areas along North Going Street. This may reinforce the "transient zone" effects in this area, thus adversely affecting neighborhood structure and stability.

(9) Traffic volumes on Greeley Avenue (between North Going Street and Interstate Avenue) will increase by about 175 percent over the present level of 1,180 vehicles per hour during the p.m. peak hour. Only minor traffic and traffic-related effects will accompany this increase in volume.

(10) Increased congestion and potential for motor vehicle accidents will occur along some sections of I-5. In particular, severe congestion (1 1/2 to 2 hours duration) will occur along the northbound section of I-5 between the Broadway/Weidler interchange and the Fremont Bridge interchange during the a.m. peak hour. The Transportation Systems Management Study will address this area among others, mitigating this impact to some degree.

(11) The proposed projects would support existing regional and local plans and policies.

(12) On I-5 between the new Greeley on-ramp and the existing Fremont to I-5 south on-ramp the right shoulder will be reduced from 6' to 4' and the median from 16 feet to 8 feet to accommodate the new ramp connections.

(13) Mocks Bottom, the largest undeveloped portion of Swan Island, would gradually be developed. The area currently has approximately 40 acres of wetlands, most of which is poor quality. These wetlands are progressively being eliminated by placement of the spoils resulting from the ongoing channel maintenance of the Willamette River conducted by the Port of Portland. The proposed projects would not effect these operations.

B. Basin/North Going Interchange

(1) The project will eliminate approximately $10,000 in taxable properties. These will be more than offset by increases in the tax base resulting from full development of Swan Island.

(2) A minor commitment of fill resources will be required. Minor water quality and erosion impacts may occur.

(3) Estimated cost of the project is $1,800,000.

C. Greeley/I-5 Ramps

(1) The project will require land acquisition to accommodate the grade-separated off-ramp and will displace five residences and four businesses.

(2) The project will require relocation of public and private utility facilities at an estimated cost of $1,119,000.

(3) The project will require a minor commitment of fill resources.

(4) The project will have minor impacts on landscape, biota and water quality, and erosion.

(5) Estimated cost of the project is $7,800,000.

D. No-Build Alternative

(1) Traffic limitations under the No-Build alternative would allow only partial development of Swan Island. Employment levels would only increase to 9,000 from the current level of 7,000 if development as forecasted under the No-Build alternative were allowed.

(2) Forecasts of Swan Island-generated traffic are in excess of City of Portland Resolution 31910's mandated limit of 3,100 vehicles per hour (peak direction, peak hour) immediately east of the Basin/North Going intersection. Thus, even the levels of potential development forecasted for the No-Build alternative would not be allowed.

(3) Average daily traffic volumes on North Going Street (between Greeley and Interstate avenues) will increase by 38 percent. Congestion and safety hazards will increase correspondingly.

(4) There will be an indiscernible increase (2 decibels at L_{10}) in noise levels along North Going Street. This increase will add to levels which are currently well above (by 10 decibels) the FHWA standard of 70 decibels.

(5) Implementation of the nighttime truck route would significantly reduce (by 6 decibels) noise levels along North Going Street during the night hours. On the other hand, noise levels along the truck route would increase substantially (by 24 decibels) and would exceed the FHWA standard of 70 decibels by 12 decibels at the Holiday Inn on Wheeler Avenue. Conversely, noise levels will be slightly higher (by 1 decibel) along North Going and substantially lower (by 20 decibels) near the Holiday Inn without the nighttime truck route.

(6) Increased traffic (and associated air quality and noise effects) along North Going Street may reinforce the "transient zone" effects in this area. As a result neighborhood structure and stability may be adversely affected.

(7) I-5 will experience increased congestion (and an associated increased potential for motor vehicle accidents) along some freeway sections even if the proposed projects are not built. In particular, the southbound section between North Going and the Fremont interchange will experience severe congestion during p.m. peak hours.

(8) The No-Build alternative does not conform to the City and Port of Portland's current policies which seek to promote industrial development within the central city.

(9) Industrial development that would otherwise occur at Swan Island will occur elsewhere in the region. This development would involve environmental and quality-of-life impacts that would likely be equal to or greater than those for the Build alternative.

7. Mitigation

(1) The I-5 North Freeway Improvement Management Program has been developed to handle the increasing congestion problems on I-5. The program was developed partially as mitigation of the traffic impacts of the subject projects. The measures incorporated in the program include: (1) providing 3 lanes northbound and southbound at the east end of the Marquam Bridge; (2) restriping the I-5 section through the Portland Boulevard interchange to provide three lanes in each direction; (3) relocating the median rail on I-5 southbound from the Fremont Bridge off-ramp for approximately 1000 feet; (4) adding a third lane southbound at the Greeley on-ramp with a fourth lane added between the Fremont Bridge on-ramp to I-5 and the Broadway off-ramp; (5) construction of a collector-distributor road system for northbound I-5 traffic from the Morrison Bridge to the Fremont Bridge; (6) implementing entrance ramp control on all street connections to I-5.

(2) Noise mitigation has not been included in the project. The combined projects will not alter the existing noise environment along Going Street which is significantly above guidelines. It was determined by the joint agencies involved in the project that relief could be achieved sooner if the noise mitigation project were separate from the proposed project. A DEIS on the Going Street Noise Mitigation Project was released March 26, 1979.

(3) Increased traffic volumes on local streets will be discouraged by signing and signal phasing measures taken by the City of Portland. Minor improvements to intersections will be investigated to improve circulation problems which may arise due to the closure of access to Mississippi Avenue from Interstate Avenue and Greeley Avenue Intersection.

(4) Adequate culverts will be provided to promote circulation of water behind the fill at Basin Street-Going Street Intersection. The wetlands will thus be preserved in their present state until the area is filled as part of the planned Port of Portland development.

(5) Standard erosion measures will be used during construction to minimize dust, erosion, and siltation.

8. Agencies and organizations receiving copies of the draft statement. Those that responded are indicated by an asterisk (*).

A. Federal Agencies:

U.S. Department of Agriculture
    Soil Conservation Service

U.S. Department of the Army
    Corps of Engineers

U.S. Department of Commerce
    National Oceanic and Atmospheric Administration

U.S. Department of Housing and Urban Development

*U.S. Department of the Interior
    Environmental Project Review
    Assistant Secretary, Program Policy
    Deputy Assistant Secretary, Environmental Affairs
    Bureau of Outdoor Recreation, Pacific Northwest Office
    Geological Survey

U.S. Department of Transportation
    Coast Guard Commander (OAN)

U.S. Environmental Protection Agency

B. Oregon State Agencies

Public Utilities Commission
Economic Development Division
*Department of Environmental Quality
Geology and Mineral Industries
Health Division, Department of Human Resources
Housing Division, Department of Commerce
Local Government Relations Division, Executive Department
State Marine Board
State Soil and Water Conservation Commission
Traffic Safety Commission
Governor's Committee for a Livable Oregon
Oregon Roadside Council
Oregon State Library
Oregon Department of Fish and Wildlife
Division of State Lands
State Water Resources Board

C. Other Agencies

City of Portland

- Public Works Department
- Planning Commission
- City Council
- Park Bureau
- City Engineer
- City Traffic Engineer
- Water Bureau
- Fire Marshall
- *City Planning Director

Community Development Director

School District No. 1

- Beach School
- Boise School
- Pope John XXIII School

Multnomah County

- Public Works Department
- Planning Commission
- County Library
- County Commissioners

*Tri-Met
Pacific Northwest River Basins Commission
*Port of Portland
Columbia Region Association of Governments

D. Miscellaneous Groups

- Oregon Truckers Association
- League of Women Voters in Portland
- Oregon Environmental Council
- North Portland Citizens Committee
- Overlook House
- Overlook Neighborhood Association
- Swan Island Task Force
- Boise Neighborhood Association
- Elliott Neighborhood Association
- Western Environmental Trade Association
- Portland Chamber of Commerce
- The Urban League
- Associated General Contractors
- Associated Oregon Industries

E. Utilities and Corporations

Pacific Power and Light Company
Portland General Electric Company
Northwest Natural Gas
Pacific Northwest Bell
Freightliner
Bess Kaiser Hospital
Emanuel Hospital
Union Pacific Railroad
Willamette Western

F. Newspapers

The Oregonian - Portland (Multnomah County daily paper)
Oregon Journal - Portland (Multnomah County daily paper)
Daily Journal of Commerce - Portland (Multnomah County daily paper)
The Community Press - Portland (Multnomah County weekly paper)
Oregon Labor Press
"Oregon Voter"
"Oregon Times," Portland
Portland Observer
Willamette Week
St. John's Review

G. Television

KATU-TV - Portland
KGW-TV - Portland
KPTV - Portland
KOIN-TV - Portland
KOAP-TV (Ed.) - Portland

9. The Draft Environmental Impact Statement was made available to the Environmental Protection Agency and the public on February 14, 1978.

FOREWORD

This is a Final Environmental Impact Statement. A Draft Environmental Impact Statement was released on February 14, 1978. A hearing has been held and the project to be advanced has been selected. This Environmental Impact Statement is presented in two volumes: Volume I is the Final Environmental Impact Statement and Volume II presents the air quality and acoustical technical reports not circulated with the Draft Environmental Impact Statement (DEIS). Volume II circulated with the DEIS is not being circulated with this document, because no changes were required.

Information contained in Volume I describes the project, its justification, and considerations leading to selection of the alternatives evaluated in this EIS. In addition, Volume I presents a description of the environmental setting, impacts, and measures to mitigate the impacts. Also presented are section that address unavoidable adverse impacts, irreversible and irretrievable commitments of resources, and short-term use versus long-term productivity relationships in addition to a comprehensive comparison of the alternatives. Volume II may be obtained by contacting the Oregon Department of Transportation, Environmental Section, Room 412, Transportation Building, Salem, Oregon 97310.

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1.0 PROJECT DESCRIPTION

1.1 INTRODUCTION

The Swan Island Industrial Park (hereafter referred to as Swan Island) possesses considerable potential for industrial development. Its central location within a major urban area (Portland, Oregon), and its accessibility to major highway, railroad, and water transportation systems contribute to Swan Island's position as a transport and distribution center. In addition, 251.6 acres of Swan Island's developable land area of 576.6 acres is currently undeveloped (Port of Portland 1977). This undeveloped land constitutes much of central Portland's "close-in" vacant industrial land resources.

However, despite Swan Island's advantageous location with respect to major interstate highway systems, access to the industrial park from these systems is limited. North Going Street, a residential arterial, is the primary access route currently utilized by truck and other traffic traveling between Swan Island and Interstate 5 (I-5). Although North Going Street is adequate to support Swan Island's current industrial development, the traffic generated by the industrial park adversely affects the residential uses along this access route. In addition, North Going does not have adequate capacity to support full development of Swan Island's vacant lands. Future development of Swan Island depends, therefore, on improving motor-vehicle access.

This environmental impact statement assesses the impacts associated with the construction and operation of two projects designed to improve motor-vehicle access to Swan Island and to reduce otherwise greater traffic impacts in nearby residential areas. These projects entail (1) roadway improvements at the Basin Avenue/North Going Street intersection, and (2) a system of ingress/ egress ramps from Greeley Avenue to I-5 at the East Fremont Interchange. These two projects are jointly considered as the Build alternative. Both the improvements and the ramps have been designed to function together to improve Swan Island access. The development of one depends upon the development of the other. Two alternative design options for both the Basin Avenue/North Going improvements and the Greeley/I-5 ramps were considered in the DEIS. The FEIS focuses on the selected design options.

This EIS also assesses the impacts of the alternative to major construction, the No-Build alternative. The No-Build alternative assumes that the Basin/North Going and Greeley/I-5 interchanges would not be constructed. Transportation improvements of a "routine" nature that are independent of the Build alternative, and policies such as the possible implementation of a nighttime truck route will be discussed as part of this alternative.

1.2 PHYSICAL SETTING

The primary study area, that area most directly affected by construction of the proposed improvement, is located within the Portland Standard Metropolitan Statistical Area (SMSA), near the confluence of the Columbia and Willamette Rivers in northwest Oregon. The center of the primary study area is 2 miles north of the central business district of Portland, core city of the SMSA and the major financial, commercial, and manufacturing center for the Oregon-Southwestern Washington region (Figure 1-1). For the purposes of this EIS, the primary study area is defined as that area bounded by I-5 (the major north-south highway linking the Pacific coast states) on the east, the Steel Bridge on the south, and the Willamette River on the west. The northern boundary of the study area is formed by Mocks Crest, a high bluff overlooking the Willamette River, from the river to North Killingsworth Street, and Killingsworth eastbound to its intersection with I-5 (Figure 1-2). Land uses within the area include Swan Island to the west, a variety of residential, commercial, and industrial to the south, and predominantly residential uses to the east and north.

Swan Island consists of a man-made peninsula extending into the Willamette River, the Swan Island Lagoon, and that land known as Mocks Bottom, which is adjacent to the east bank of the lagoon below Mocks Crest (Figures 1-2, 1-3). Swan Island is owned by the Port of Portland and has been the focus of industrial development by the Port since the late 1950s. The various industrial uses of Swan Island have evolved as a result of the area's central location with respect to the Portland SMSA, and its accessibility to rail, water, and highway transportation.

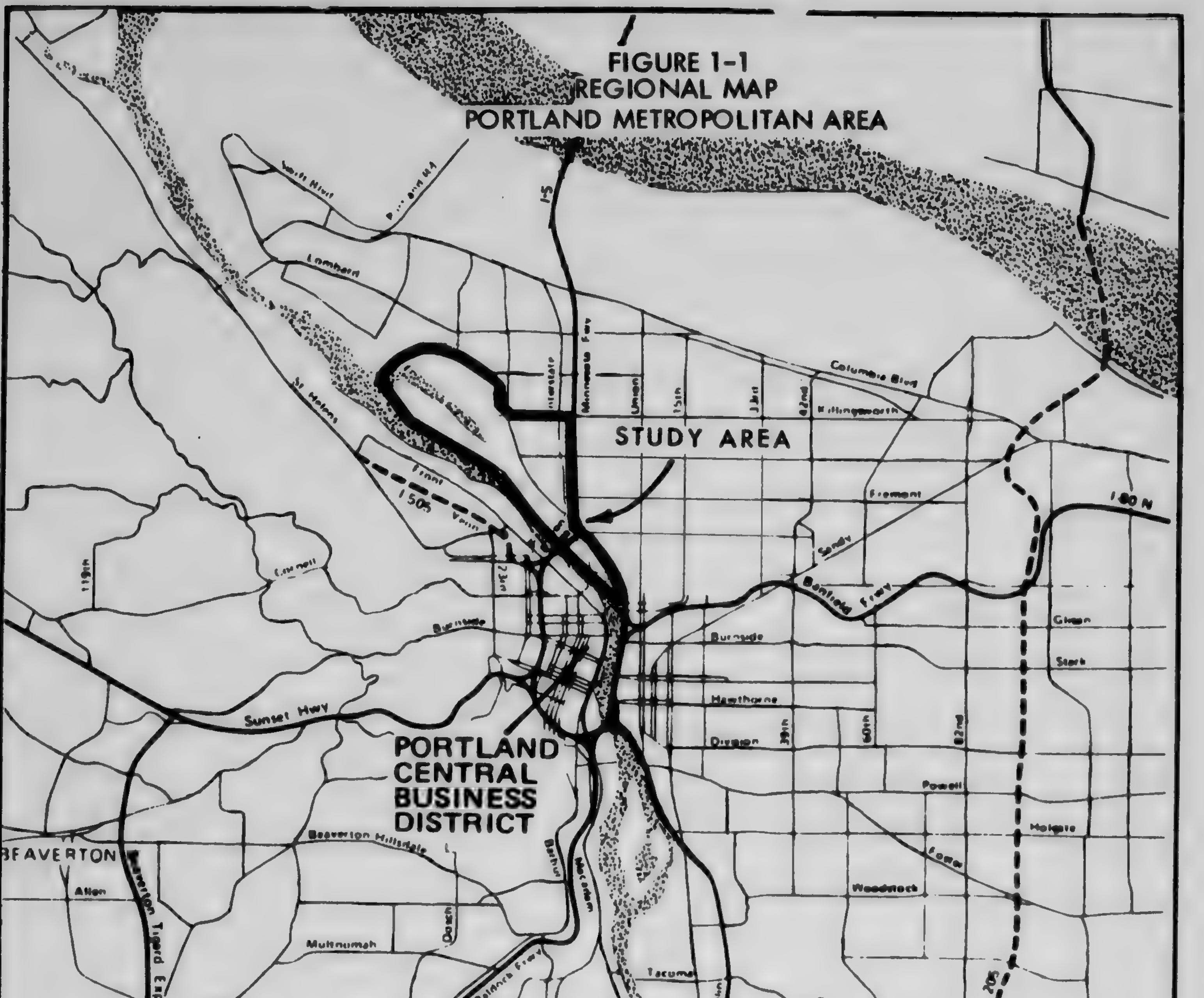


FIGURE 1-1
REGIONAL MAP
PORTLAND METROPOLITAN AREA

STUDY AREA
PORTLAND
CENTRAL
BUSINESS
DISTRICT
I-5
Lombard
St Helens
Front
150S
Yeon
23rd
Cornell
119th
Burnside
Sunset Hwy
Interstate
Minnesota Frwy
Union
15th
33rd
42nd
Columbia Blvd
Killingsworth
Fremont
Sandy
Banfield Frwy
I-80 N
Glisan
Stark
Burnside
Hawthorne
Division
39th
60th
82nd
Powell
Foster
Holgate
Woodstock
Tacoma
McLoughlin
I-205
BEAVERTON
Beaverton Hillsdale
Allen
Beaverton Tigard Expwy
Barbur
Macadam
Dosch
Multnomah
Oleson
Taylors Ferry
Baldock Frwy
Hwy 43
MILWAUKIE
King Rd
Hwy 224
TIGARD
Pacific Hwy
I-5
Kerr
Boones Ferry
Country Club
Kruse Way
LAKE OSWEGO
TUALATIN
WEST LINN
OREGON CITY

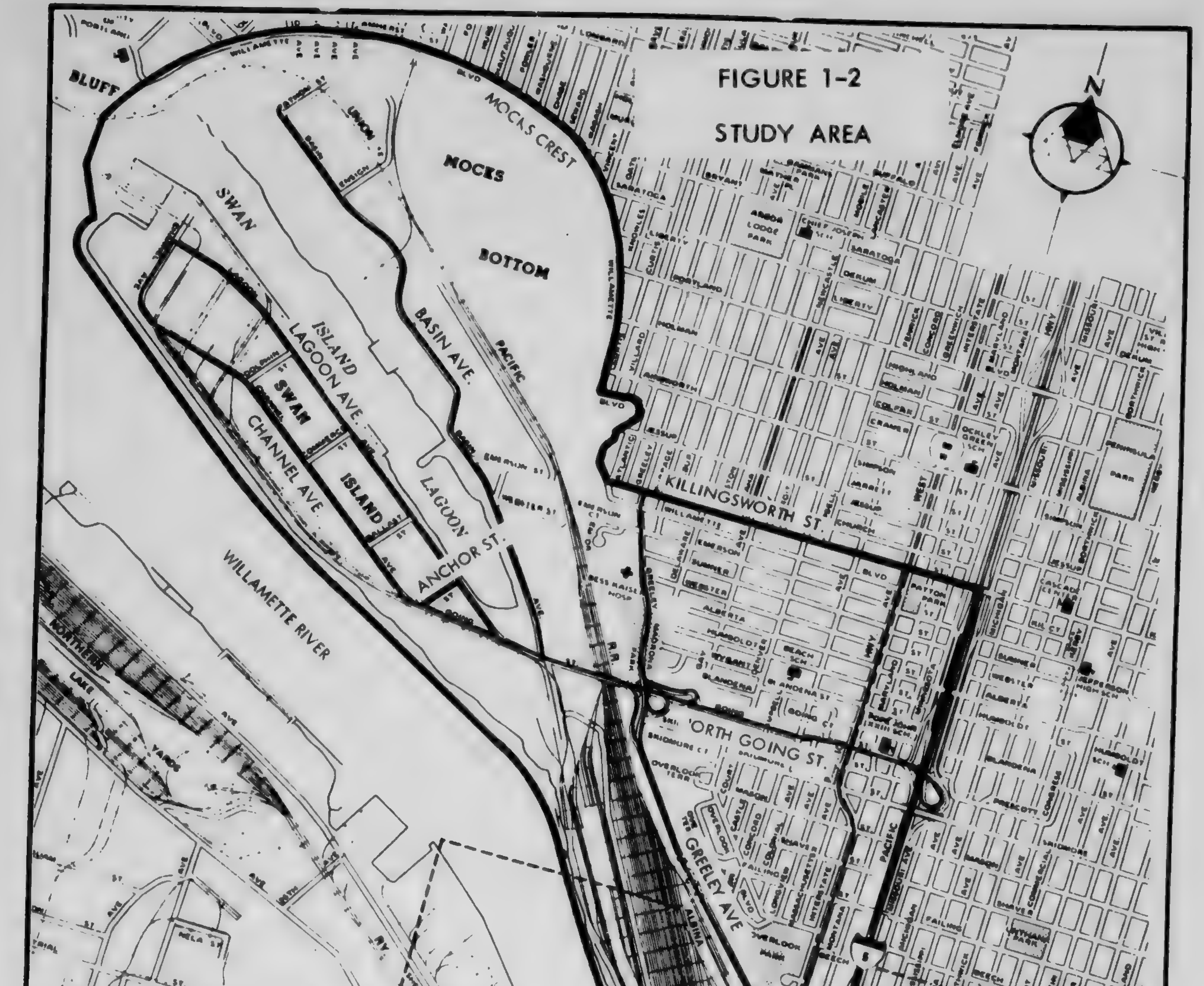


FIGURE 1-2

STUDY AREA

N
SWAN ISLAND
LAGOON AVE.
SWAN ISLAND
CHANNEL AVE.
LAGOON
ANCHOR ST.
MOCKS BOTTOM
MOCKS CREST
BASIN AVE.
PACIFIC
WILLAMETTE RIVER
KILLINGSWORTH ST.
NORTH GOING ST.
GREELEY AVE.
INTERSTATE AVE.
BLUFF
1000 0 1000 2000 3000
SCALE IN FEET

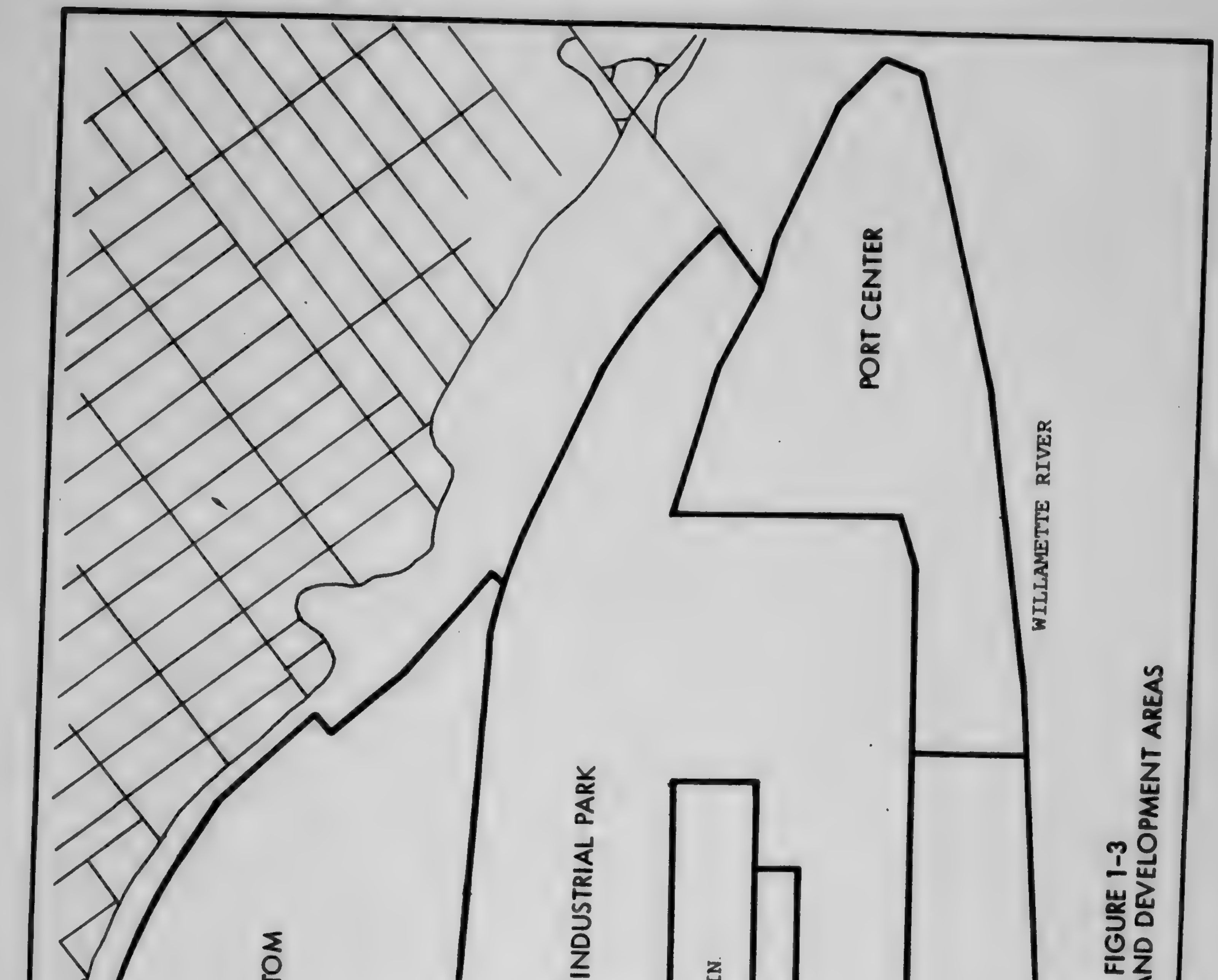

PORT CENTER
WILLAMETTE RIVER
MOCKS BOTTOM
SWAN ISLAND INDUSTRIAL PARK
SWAN ISLAND BASIN
SHIP REPAIR YARD

FIGURE 1-3
SWAN ISLAND DEVELOPMENT AREAS

Interstate, primary, and urban highways form the core of the highway system that serves the Portland metropolitan area as well as the project study area (Figure 1-1).

I-5, which constitutes the eastern boundary of the study area, carries traffic north-south along the east side of the Willamette River. I-5 provides the primary interstate connection between the Portland metropolitan area and Washington, southern Oregon, and California. This highway serves as a collector-distributor to Swan Island and the bridges that carry traffic to and from central Portland.

Interstate 405 (I-405) complements I-5, circumscribing the west side of Portland's central business district (CBD) before connecting with I-5 at the Fremont bridge to the north and at the Marquam bridge to the south. Traffic to and from the east uses the Banfield Expressway (I-80N) which connects with I-5 south of Swan Island. Some traffic to and from the east uses U.S. Highwy 30 (Lombard Street) which passes about 2 miles north of Swan Island.

Paralleling I-5 are U.S. Highways 99E (Union Avenue) and 99W (Interstate Avenue), located east and west of I-5 respectively. These were the primary north-south highways prior to construction of I-5.

Regional access to Swan Island focuses on I-5 since it provides the most convenient connection for employees traveling between work and home, trucks transporting goods to other destinations within the region, and trucks that have interregional or interstate destinations.

Swan Island contains four development areas which include: (1) the Swan Island Industrial Park (whose primary tenants are involved in warehousing and distribution activities; (2) a ship repair yard (specializing in the outfitting and repair of ships); (3) the Port Center (a complex of commercial, office, and light industrial facilities); and (4) Mocks Bottom (a mostly undeveloped area on the easternmost part of Swan Island). Figure 1-3 shows the configuration of the Swan Island development areas.

Mocks Crest rises nearly 200 feet above Swan Island, forming the island's northern and eastern boundaries. Beyond Mocks Crest to the north and east of Swan Island, residential land use dominates, with single-family housing as the predominant dwelling type. South of Fremont Street (Figure 1-2), the incidence of multi-family dwellings increases markedly, accounting for 80 to 90 percent of the area's housing stock. Commercial land uses within the study area are primarily limited to those areas immediately adjacent to I-5 in the north, but commercial uses in residential areas occur more frequently south of Fremont Street, as does the incidence of vacant land. (A complete land use analysis for the primary study area is presented in Volume II, Chapter 3 of this EIS).

1.3 PURPOSE OF THE PROJECT

1.3.1 The Problem

Approximately one-half of Swan Island's land area is currently undeveloped. This vacant land is well suited for industrial use and constitutes much of central Portland's undeveloped industrial land resources. Development of this land has been the primary focus of the Port of Portland's developmental policy, and the effort to promote additional economic growth in the Port District.

Currently, however, motor-vehicle access between Swan Island and I-5 is severely limited. Most of the traffic generated by the industrial park travels along North Going Street, a 4- to 6-lane arterial which runs through a predominantly residential area (Figure 1-2). Traffic may also use Greeley and Interstate Avenues to travel between Swan Island and I-5. This is a more advantageous route in terms of traffic-related impacts on surrounding land uses in that, south of Swan Island, they pass through predominantly commercial and industrial areas. However, Greeley and Interstate Avenues provide a circuitous means of Swan Island/I-5 access through a combination of several streets. Consequently, North Going Street presently carries 75 percent of all Swan Island traffic, and the Greeley/Interstate route carries the remaining 25 percent.

As industrial and commercial development has increased on Swan Island, so has the average daily and peak-hour traffic on North Going Street. This increase in traffic has created safety and noise problems for the adjacent neighborhoods. North Going has experienced heavy congestion during peak traffic hours because of its limited capacity and the significant traffic volumes occurring at the Basin/North Going Street intersection, factors which would tend to discourage future developments on Swan Island. In addition, large trucks operating on North Going late at night have caused increasing disturbance to local residents.

In 1975, the Port of Portland commissioned a private consultant to study potential solutions to Swan Island's transportation problems. The resulting Swan Island Transportation Study (1975) concluded that although the present access system could accommodate up to 30 percent more vehicles than the current traffic load and would be sufficient to support expected short-term (through 1979) development in the Swan Island area, new roadway improvements and transportation policies would be needed if the remainder of Swan Island were to be developed. An estimated 4,400 peak evening outbound trips could be generated if the full Swan Island development potential is realized as compared to the current 2,180.

If no transportation improvements are initiated, there will be more traffic than the Swan Island access roads can accommodate, and the future development of the industrial area will be limited. The Portland City Council adopted Resolution No. 31910 in July 1977 limiting peak hour traffic on North Going Street immediately east of the Basin/North Going intersection to 3,100 vehicles per hour in the peak direction (City of Portland 1977). By limiting the volume of vehicles along this major access route, this reslolution had the effect of limiting future development of Swan Island unless transportation improvements are developed. The limit has since been withdrawn with the understanding that the project would be implemented. When transportation improvements are developed, Portland City Council Resolution No. 13838 establishes a maximum peak-hour "capacity" of 4,500 vehicles per hour (City of Portland 1974), which will accommodate the 4,400 peak evening outbound trips generated by full Swan Island development.

If peak-hour traffic were restricted to the previously mandated limit of 3,100 vehicles in one direction on North Going, Swan Island employment would be limited to 9,000, as compared to over 13,000 if full development occurred. The Swan Island Transportation Study also estimated that daily traffic volumes on I-5 between North Going Street and the Fremont Bridge ramps would increase by 3,000 vehicles over the current level if transportation improvements are not developed.

In summary, if roadway improvement were not undertaken, traffic on Swan Island access roads would have become increasingly congested. Future Swan Island traffic growth would have been concentrated on North Going Street, and the development of Swan Island would be limited by the street's physical and mandated vehicle-carrying capacity. In addition, the increase in traffic on North Going would have produced greater adverse effects in the adjacent neighborhoods.

1.3.2 The Proposed Solution

The proposed solution to the above problems is the development of roadway improvements at the Basin/North Going intersection and construction of ramps to connect Greeley Avenue with I-5 near the Fremont Bridge interchange (Figures 1-4 and 1-5). A separate project is being planned to mitigate the noise problems on Going Street.

The Basin/North Going Street improvements would increase the traffic capacity of the Basin/North Going intersection and would allow traffic on Swan Island to flow more freely. Construction of the Greeley/I-5 ramps, in combination with the Basin/North Going Street intersection improvements would improve the flow of traffic to and from Swan Island, and would reduce traffic on North Going by diverting traffic to and from I-5 to the south via Greeley Avenue. It is estimated that completion of the Greeley/I-5 ramp project would allow a two-fold increase in both daily and peak-hour trips over current levels. This increased capacity would be adequate to accommodate the traffic demands of a fully developed Swan Island complex.

FIGURE 1-4

PROPOSED PROJECT LOCATIONS

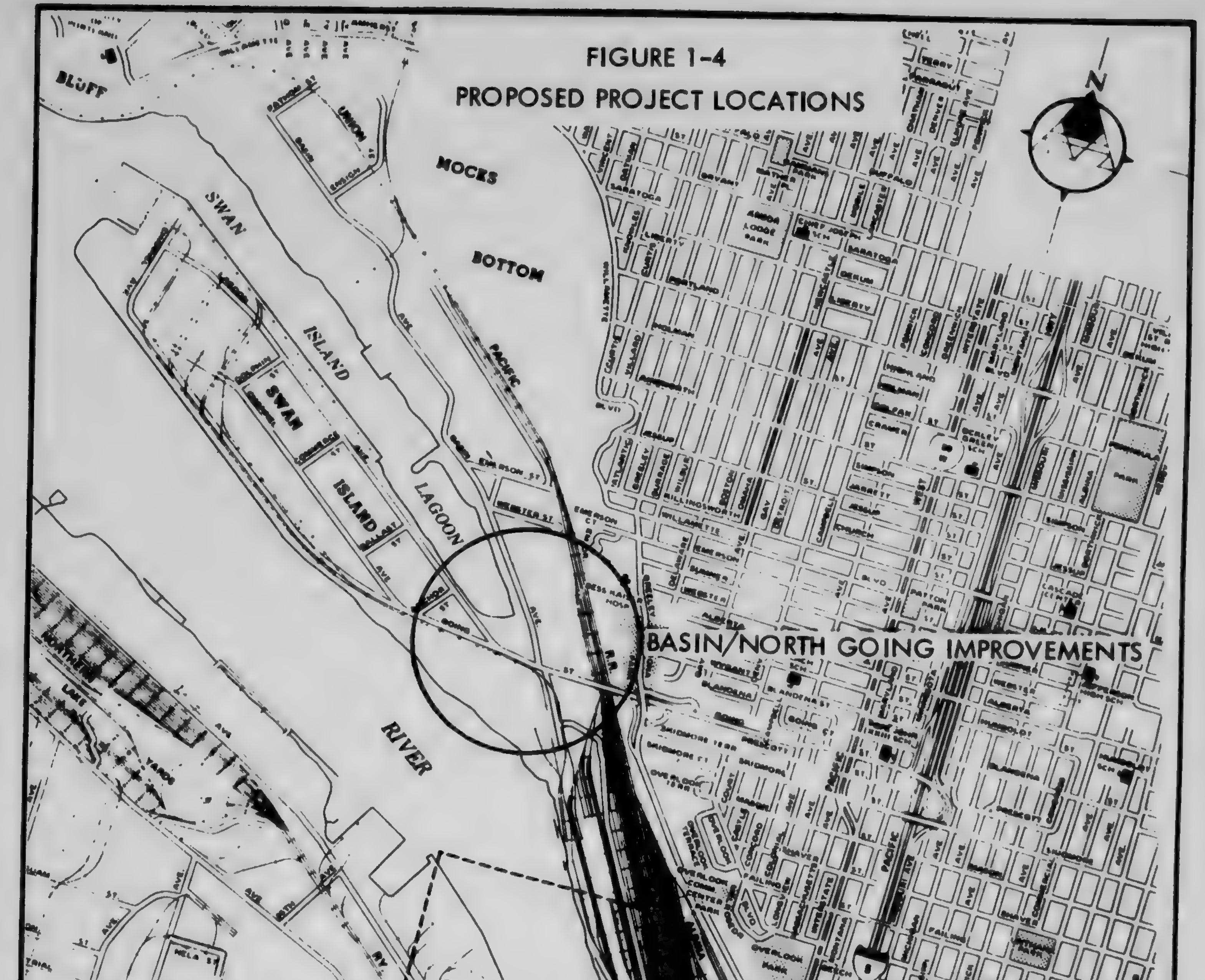
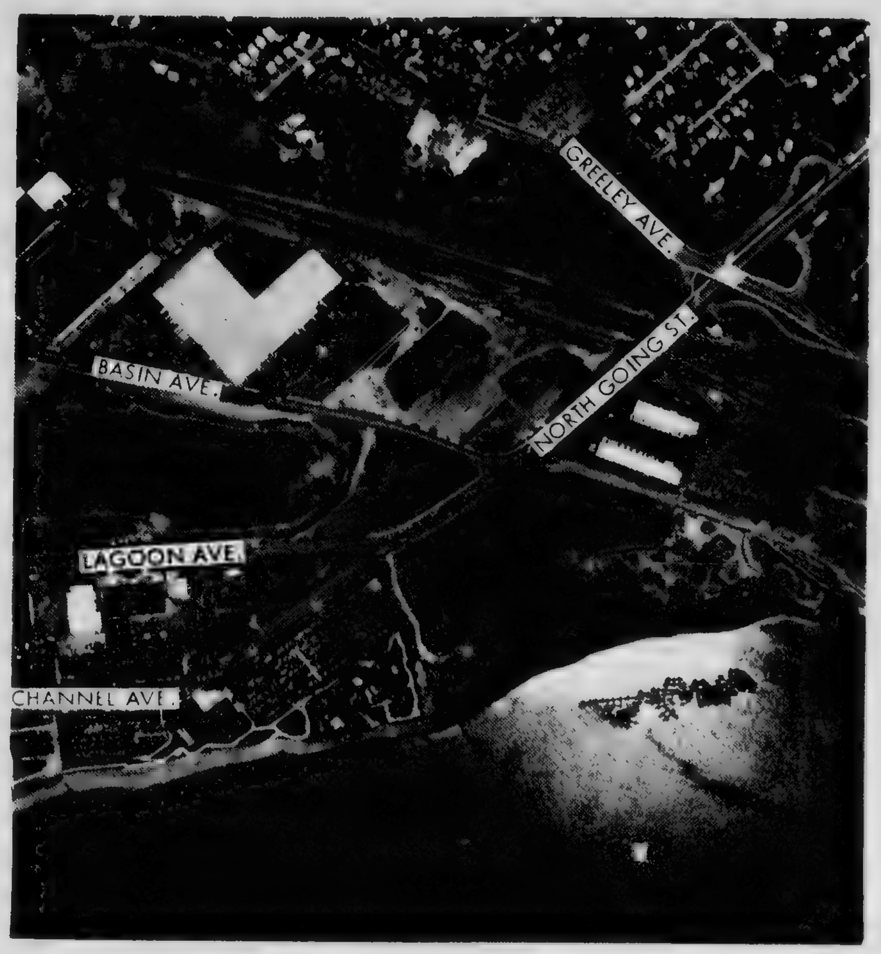
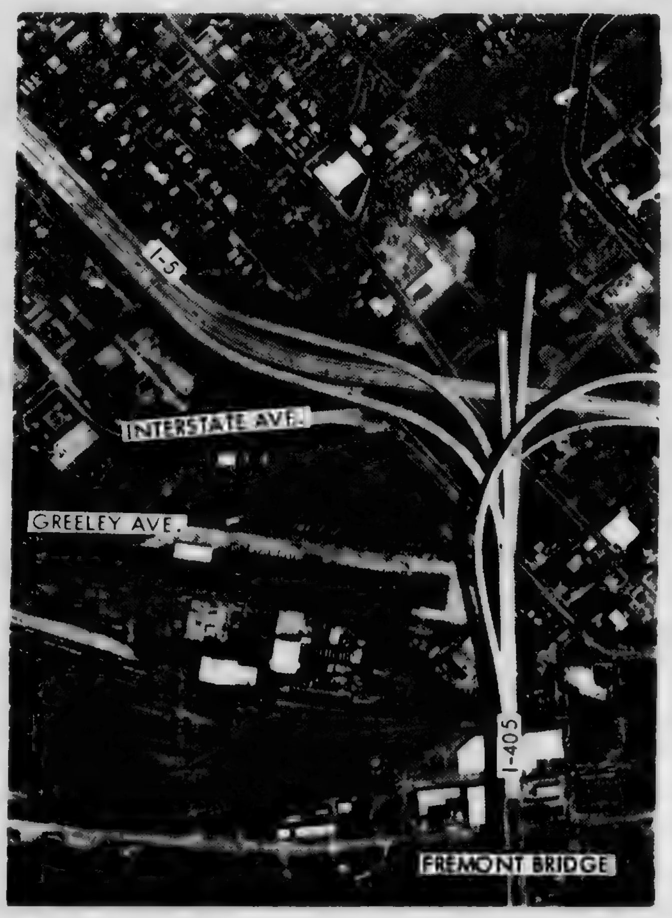

N
BLUFF
MOCKS
BOTTOM
SWAN
ISLAND
SWAN
ISLAND
LAGOON
PACIFIC
RIVER
BASIN/NORTH GOING IMPROVEMENTS
GREELEY/I-5
RAMPS
1000 0 1000 2000 3000
SCALE IN FEET

FIGURE 1-5

PROPOSED PROJECT SITES


GREELEY AVE.
BASIN AVE.
NORTH GOING ST.
LAGOON AVE.
CHANNEL AVE.

BASIN/NORTH GOING INTERCHANGE


I-5
INTERSTATE AVE.
GREELEY AVE.
I-405
FREMONT BRIDGE

GREELEY/I-5 RAMPS

1.4 BACKGROUND OF THE PROJECT

1.4.1 Project History

This section discusses, in a historical context, the concerns of citizens, actions of public officials, and the major considerations that ultimately led to selection of the Basin/North Going and Greeley/I-5 alternatives.

Traffic planning studies for improving access to Swan Island date back to the early 1960s. These efforts focused primarily on providing a second access to Swan Island. The first major proposal to advance beyond the planning stage was put forth in 1973. At that time, the Port of Portland, City of Portland, and Oregon State Highway Commission entered into an agreement to widen North Going Street from five to six lanes to better accommodate Swan Island traffic. In early 1974, the Oregon State Highway Division awarded a construction contract for the improvements, but soon afterward citizen opposition to the project began to organize. The North Portland Citizens Committee and Overlook Neighborhood petitioned the City of Portland in April 1974 to terminate the project pending further review by the city.

In June 1974, after subsequent review, the City of Portland adopted an ordinance which provided for widening of North Going Street between Basin and Greeley only, and retaining the 5 lanes from Greeley to I-5. In addition, the ordinance provided for a reversible center lane for the 5-lane section of North Going to accommodate peak directional flow (3 lanes westbound in the a.m., and 3 lanes eastbound in the p.m.). This measure was never implemented, however.

Another outcome of the city's review was the establishment of the Swan Island Task Force, a committee of local residents and Swan Island businessmen and public agency officials. The Task Force was charged with the responsibility to study permanent solutions to transportation problems in the area, evaluate the effects of alternative solutions, and recommend implementation.

In August 1974, the City of Portland adopted an ordinance designed to reduce truck traffic along North Going Street during nighttime hours, by establishing a nighttime truck route from Swan Island south to the Broadway/Weidler Interchange between the hours of 8:00 p.m. and 6:00 a.m. The ordinance originally applied to all trucks, which would effectively eliminate all truck traffic along North Going Street during nighttime hours. A year later, however, the ordinance was amended to apply to only those trucks bound to or from the south between Swan Island and I-5 from 11:00 p.m. to 6:00 a.m. Trucks traveling to or from the south would be required to travel along the nighttime route, but those bound to or from the north between Swan Island and I-5 would be permitted to continue using North Going Street during nighttime hours. However, the Holiday Inn (located on Weidler Avenue near the proposed route) and United Parcel Service challenged the ordinance in court, and the truck route was never put in operation, pending the outcome of the litigation.

In 1975, the Port of Portland, in conjunction with the Swan Island Task Force, commissioned System Design Concepts, Inc. and Skidmore, Owings, & Merrill to develop alternative access plans. In the fall of 1975, the Port endorsed the completed Swan Island Transportation Study (1975) as a policy statement for the development of Swan Island. The Task Force also endorsed the recommendations of the study, which were the redesign of the Basin/North Going intersection and construction of the Greeley/I-5 ramps, and requested that the appropriate agencies take the necessary action to implement the two major recommended roadway improvements.

The City of Portland initiated preliminary engineering on the two projects by requesting FAUS funding. FHWA initially disapproved a specific design proposed for added connections to I-5. Later, FHWA approved Federal-aid funding for this preliminary study and environmental analysis. A separate specific approval by FHWA for adding new access to an Interstate highway is necessary with the build alternative.

Oregon State Highway Division (OSHD) subsequently established a citizens advisory committee and a technical advisory committee to study options for the Basin/North Going and Greeley/I-5 projects. In addition, the committees reviewed previously considered alternatives to these projects as well as additional potential solutions that were proposed.

The committees ultimately settled on two design options each for the Basin/North Going and Greeley/I-5 projects as the most viable. These design options constitute the Build alternatives evaluated in this EIS.

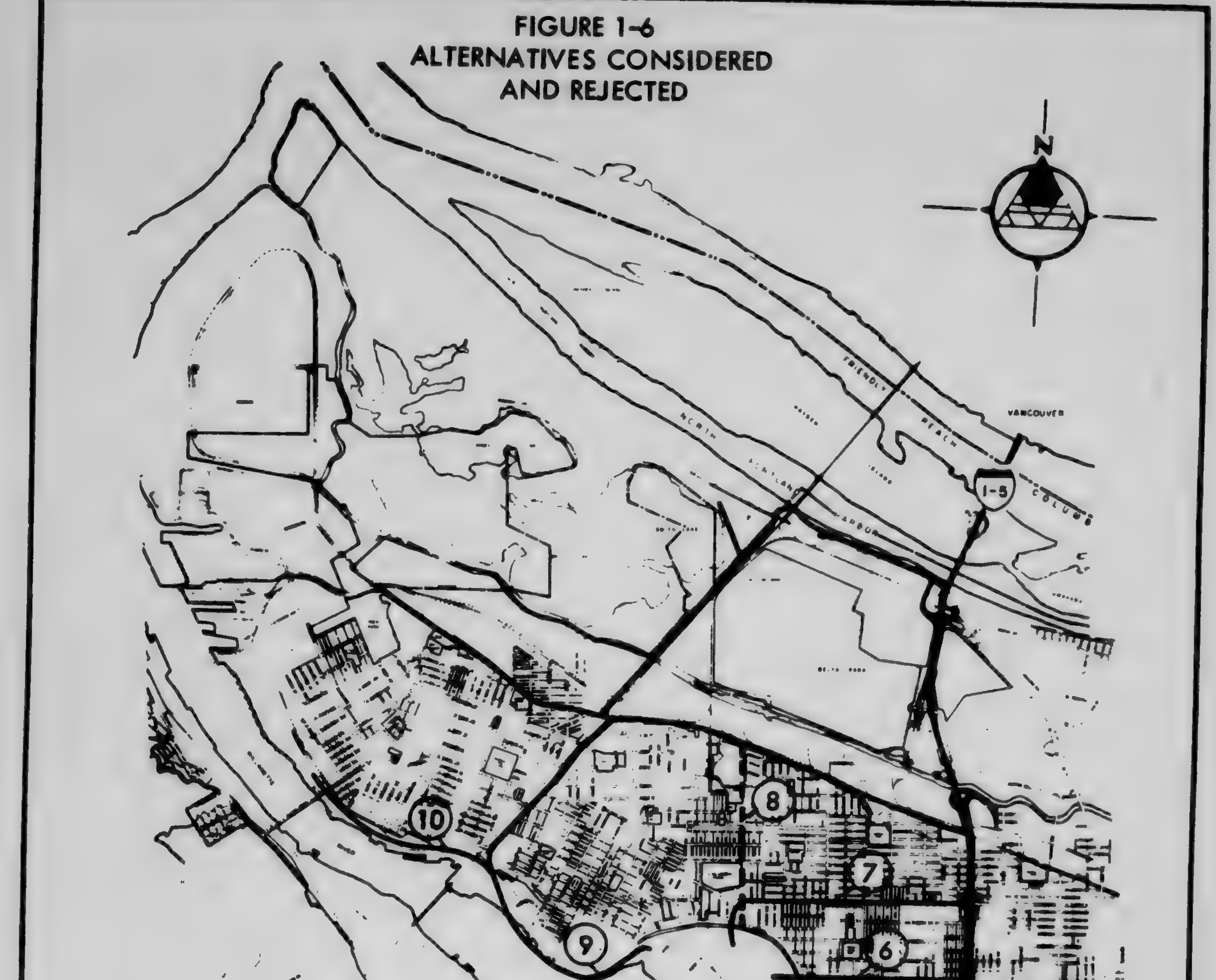
1.4.2 Solutions Considered

Many access improvements to Swan Island have been studied through the years (Figure 1-6). These include the initial efforts to widen North Going Street, the construction of a second access to the industrial park, and options to the Basin/North Going and Greeley/I-5 projects. The Swan Island Task Force and the citizens and technical advisory committees examined virtually all conceivable options for improving Swan Island access and the adverse effects of the existing traffic situation, including those that had been identified prior to the formation of these groups.

The alternatives that were considered include: (1) two proposals for connecting Greeley Avenue to the Fremont Bridge ramps; (2) extension of Basin Avenue to the south; (3) construction of a river crossing over the Willamette River in the vicinity of Terminal 1; (4) construction of a Going Street freeway; (5) connection of Greeley Avenue to Mocks Bottom; (6) extension of Portland Boulevard to Swan Island by traversing Mocks Crest; (7) extension of Lombard Street to Swan Island by traversing Mocks Crest; (8) construction of access from Columbia Boulevard to Swan Island by tunnel from the north; (9) extension of Basin Avenue northwest along the Willamette River to Carey Avenue; (10) extension of Basin Avenue north to Terminal 4; and (11) alternative design options for the Basin/North Going and Greeley/I-5 interchanges other than those evaluated in this study (Schulte 1977). All of these potential routings were eventually discarded from further consideration due to the anticipated detrimental impacts.

In addition to alternative roadway improvements, improved transit service and staggered work hours were also examined in the 1975 Transportation Study as a means of providing an efficient transportation system for future Swan Island development. Improved transit service is being implemented on Swan Island, and was assumed in the EIS traffic projections.

FIGURE 1-6
ALTERNATIVES CONSIDERED AND REJECTED


N
VANCOUVER
I-5
FRIENDLY
REACH
NORTH
PORTLAND
HARBOR
COLUMBIA
1
2
3
4
5
6
7
8
9
10
1. GREELEY AVENUE RAMPS TO FREMONT
2. BASIN AVENUE EXTENSION TO THE SOUTH
3. WILLAMETTE RIVER CROSSING
4. NORTH GOING STREET FREEWAY
5. GREELEY AVENUE CONNECTION TO MOCKS BOTTOM
6. MOCKS CREST - PORTLAND BOULEVARD EXTENSION
7. MOCKS CREST - LOMBARD STREET EXTENSION
8. TUNNEL ACCESS NORTH TO CAREY AVENUE
9. BASIN AVENUE EXTENSION NORTH TO CAREY AVENUE
10. BASIN AVENUE EXTENSION NORTH TO TERMINAL 4

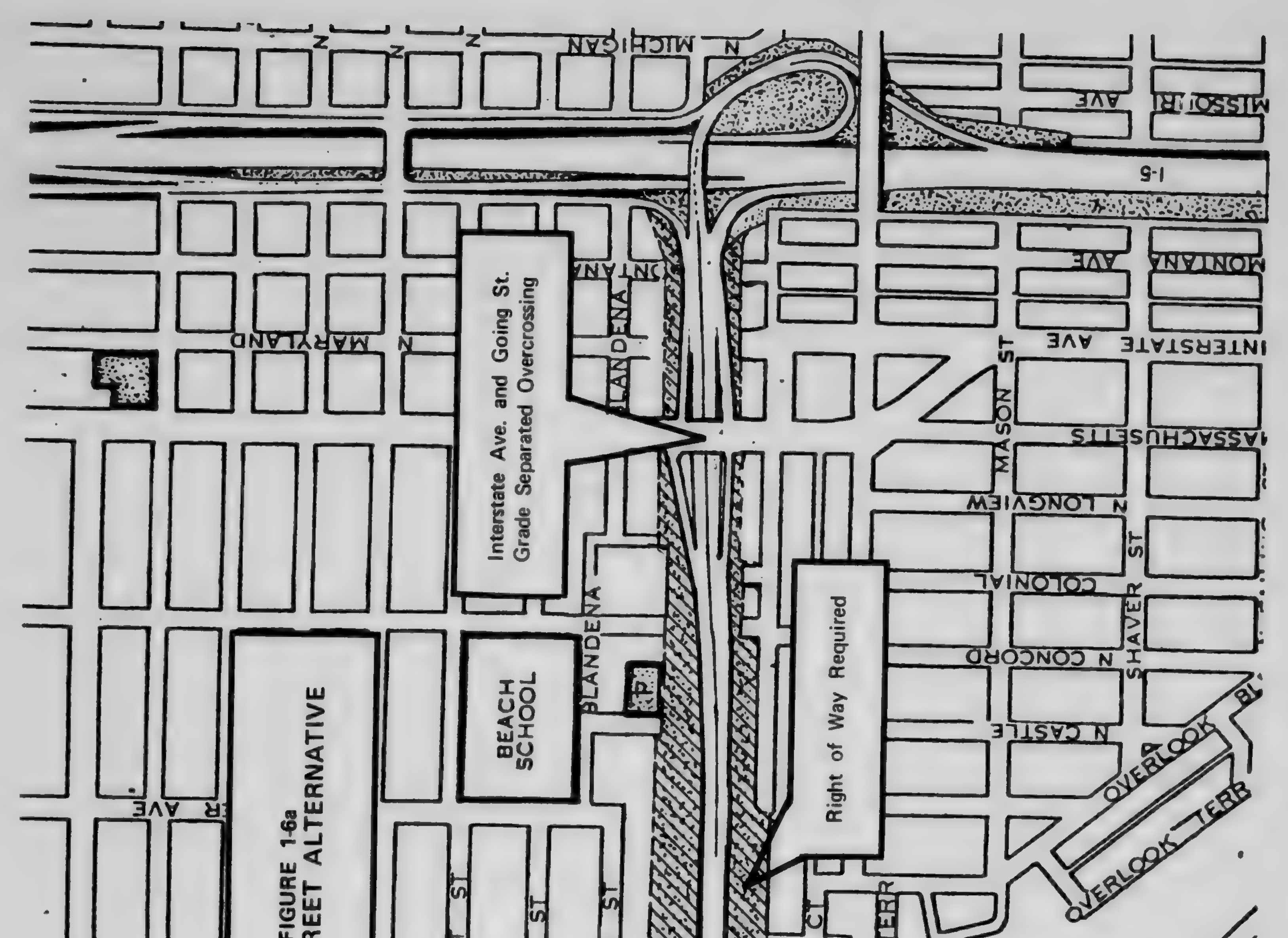
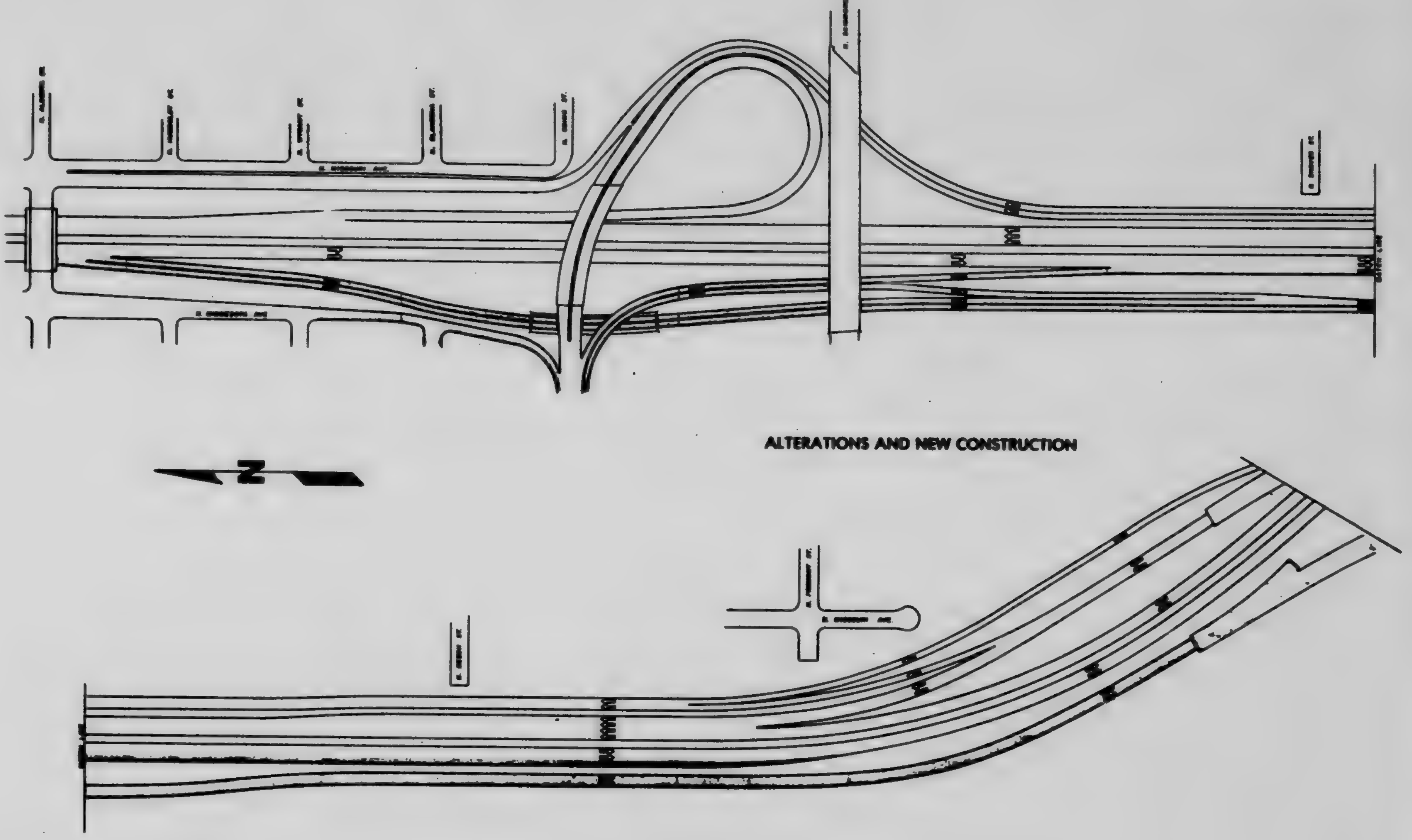


FIGURE 1-6a
GOING STREET ALTERNATIVE

Interstate Ave. and Going St. Grade Separated Overcrossing
Right of Way Required
N MICHIGAN
MISSOURI AVE
I-5
MONTANA AVE
MONTANA
INTERSTATE AVE
N MARYLAND
MASSACHUSETTS
MASON ST
N LONGVIEW
COLONIAL
SHAVER ST
N CONCORD
N CASTLE
OVERLOOK BL
OVERLOOK TERR
SKIDMORE CT
SKIDMORE TERR
BLANDENA
BEACH SCHOOL
P
ER AVE
N WILLAMETTE
N HUMBOLDT ST
N WYGANT ST
N BLANDENA ST
MADRONA PK
N GREELEY AVE
BESS KAISER HOSP.
GOING ST

FIGURE 1-6b
I-5 ALTERATIONS NECESSARY
FOR A GOING STREET ALTERNATIVE


ALTERATIONS AND NEW CONSTRUCTION
N

An apparent solution to providing additional access capacity to Swan Island is to widen Going Street and provide noise mitigation. The DEIS reveals that the proposed projects will not relieve the noise problems on Going Street and that a barrier type attenuation devise would be required to reduce noise impacts. Because the barriers are needed in any case, the feasibility of widening Going Street and using it as the primary access was questioned at the hearing and by agency comment. In preparation of this FEIS, earlier studies of proposed "Going Street Alternatives" were reviewed. It was concluded that there is no practical design to improve Going Street and I-5 to accomodate full development of Swan Island. The reasons for this conclusion fall in four areas: intersection capacity, freeway operations, neighborhood concerns, and costs.

Intersection Capacity. The intersection of Going Street and Interstate Avenue is a central element affecting traffic flow on Going Street. This intersection is signal controlled with three through lanes westbound and two through lanes eastbound. The existing daily traffic is 24,500, producing a level of service "D-E" during PM peak hours. The 1990 daily traffic for this section (assuming a "Going Street Alternative"), would be 43,500 with full development of Swan Island. The projected increase of vehicles would exceed the physical capacity of the intersection, causing considerable backups along North Going west of Interstate, and congested conditions for about two hours during the PM peak period. Widening Going Street to eight lanes, while retaining the signal at Interstate, would result in congestion and backups during the PM peak period for 1 to 1½ hours. Smooth functioning of this intersection would require widening of Going Street to six lanes and an overcrossing at Interstate Avenue, with connecting ramps to and from the west at a minimum. As discussed under "Costs," these measures are prohibitively expensive.

Freeway Operations. Traffic from Going Street desiring to go south on I-5 must weave with southbound I-5 traffic destined for the Fremont Bridge Interchange. A "Going Street Alternative" would increase the PM peak hour weave volume by 50 percent over the volume resulting from the proposed projects. This would cause the weave section to far exceed its capacity, resulting in hazardous stop and go driving. Similar congestion could be expected in the northbound weave section during the AM peak hour. A solution to the freeway congestion requires separation of traffic movements that cause the weaving problems. Freeway on-ramps which separated traffic southbound in I-5 from traffic bound for Fremont Bridge were examined. See Figure 1-6b. This solution was considered too costly ($7,000,000) to be practical and conflicted with the structure at Interstate Avenue and Going Street.

Costs. Cost and right-of-way estimates were made for a "Going Street Alternative" which included a depressed roadway and undercrossing of Interstate Avenue with connecting ramps to Interstate Avenue. The cost was estimated at 22 million dollars including measures to relieve congestion on I-5. Estimated right-of-way would require about 93 housing units, 1 fire station, and 3 commercial properties.

Neighborhood Concerns. A "Going Street Alternative" would provide a solution to the noise problem on Going Street but would increase other impacts which are avoidable under the present proposal. Noise mitigation in combination with capacity increases on Going Street would require substantially more property than required by the City of Portland's proposed noise mitigation project. Air quality problems on Going would increase and traffic circulation would be more limited. Additionally, neighborhood reaction to a "Going Street Alternative" has been overwhelmingly negative. It was because of neighborhood reaction to an earlier alternative that the Swan Island Task Force was formed and the proposed projects developed.

In summary, evaluation of the "Going Street Alternative" indicated that it would cost more, provide less neighborhood relief, and create worse freeway operating conditions than are predicted with the subject proposals. For these reasons it was concluded that advancing this alternative any further was not warranted.

1.4.3 Citizen Involvement

Citizen involvement in the development of potential solutions and the formulation of the proposed Swan Island area project improvements has been substantial. The Portland City Council established the Swan Island Task Force in response to North Portland citizen concerns regarding the adverse effects of the North Going Street traffic situation on surrounding neighborhoods. The Task Force consisted of neighborhood residents and Swan Island businessmen, as well as members of appropriate state and city agencies and bureaus.

The objective of the Task Force was twofold; (1) to ensure the long-term controlled growth of Swan Island by improving motor-vehicle acces to the area, and (2) to preserve the integrity and well-being of the residential neighborhoods in the vicinity of North Going Street. The Task Force reported recommendations and findings to the Portland City Council.

The Highway Division (OSHD) of the Oregon State Department of Transportation extablished a Technical Advisory Committee in December 1976 and a Citizens Advisory Committee in February 1977 to assist in the evaluation of the Basin/North Going and Greeley/I-5 projects. The Citizens Advisory Committee included members of the Swan Island Task Force, and its primary function was to provide for citizen involvement through all stages of project development. The Technical Advisory Committee was composed of the chairman of the Citizens Advisory Committee, as well as local government and transportation agency representatives. The Technical Advisory Committee advised on the technical feasibility of alternatives. Both advisory committees reported their recommendations and findings jointly to the OSHD.

1.5 PROFILE OF THE PROJECT

1.5.1 Selected Alternatives

The Build Alternative has been selected for advancement. Of the design alternatives, Alternative 3C has been selected for the Basin/Going Street Interchange and Alternative 3 has been selected for the Greeley/I-5 Interchange.

The alternatives were adopted by resolution of the Portland City Council on September 14, 1978. They had been recommended for advancement by the Technical Advisory Committee and the Citizens Advisory Committee. Both committees concurred that Alternative 3C handled traffic adequately and had similar environmental impacts as Alternative 1, while costing $2.6 million less. It was felt that Alternative 3, although more costly than Alternative 2, has significant safety advantages because the grade separated off-ramp crosses over Interstate Avenue avoiding the hazards of a steep off ramp terminating at an at-grade intersection. What follows is the description of the project alternatives which was presented in the DEIS.

1.5.2 Project Alternative Considered in the DEIS

As previously discussed, two courses of action, the Build and No-Build alternatives, were available for consideration. Adoption of the Build alternative, which proposes construction of the Basin/North Going and Greeley/I-5 improvements, would allow for full development of the industrial potential of Swan Island by improving motor-vehicle access to the area. Under the No-Build alternative, these motor vehicle access improvements would not be constructed, thus limiting the development potential of Swan Island.

Build Alternative (Selected)

The Build alternative provides for the construction of (1) roadway improvements at Basin and North Going Streets that will modify traffic flows on Swan Island, and (2) ingress and egress ramps at Greeley Avenue and I-5 that will redirect traffic (that originates from or is destined to the south on I-5) from North Going Street to Greeley Avenue (Figures 1-4 and 1-5). Traffic between Swan Island and locations west via the Fremont Bridge will not be affected by this alternative, nor will traffic to and from I-5 north.

The Build alternative also entailed two design alternatives specific to the Basin/North Going intersection (Alternatives 1 and 3C), as well as two design alternatives specific to the Greeley/I-5 connection (Alternatives 2 and 3). The connecting segment of Greeley between North Going Street and Interstate Avenue is common to all of these design alternatives. It will be maintained in its existing configuration with the following exceptions:

1. The southwest quadrant of the North Going/Greeley interchange will be modified so that the east-to-south ramp from North

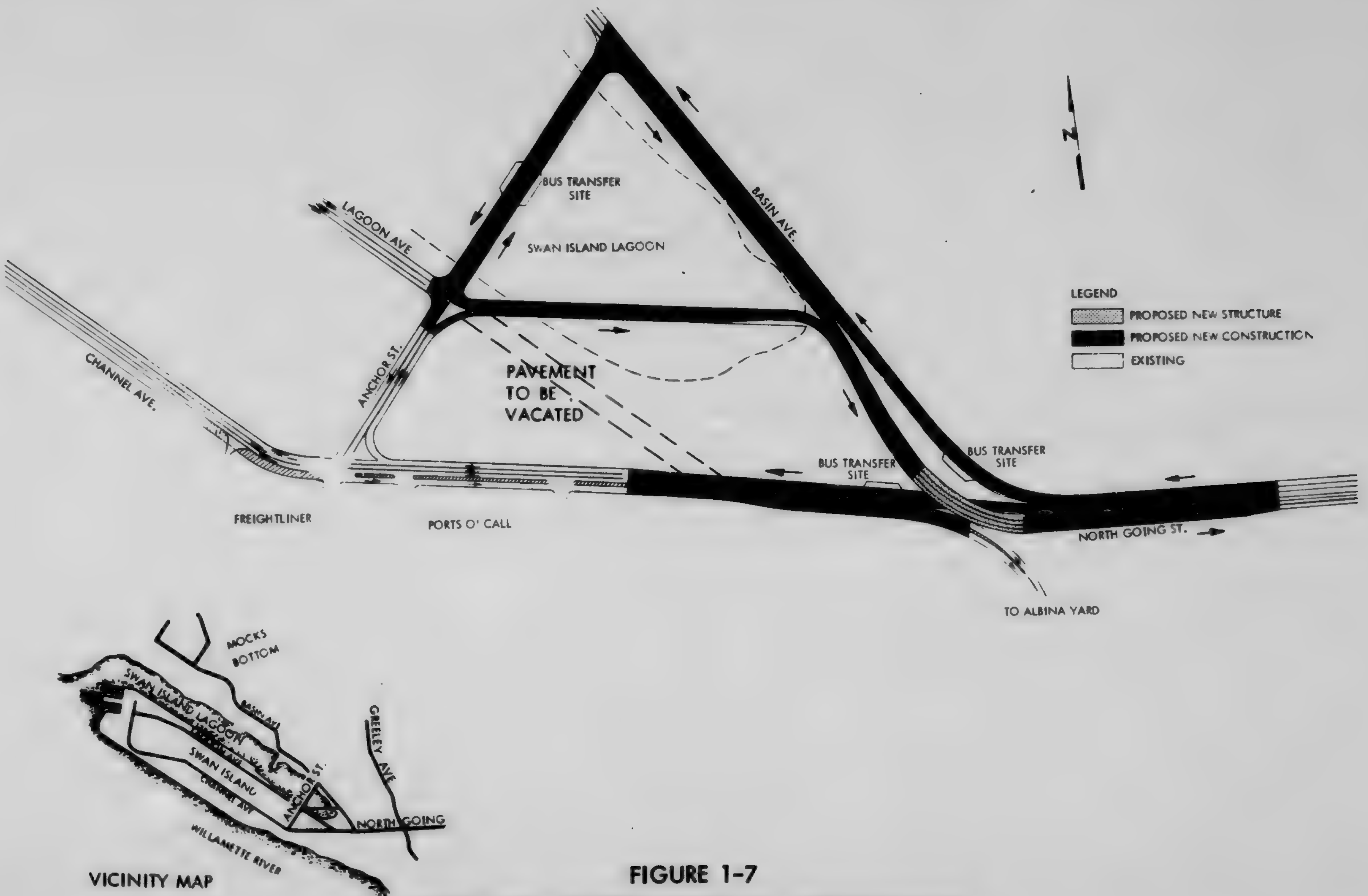

LEGEND
▨ PROPOSED NEW STRUCTURE
■ PROPOSED NEW CONSTRUCTION
☐ EXISTING
N
BASIN AVE.
BUS TRANSFER SITE
SWAN ISLAND LAGOON
LAGOON AVE.
ANCHOR ST.
CHANNEL AVE.
PAVEMENT TO BE VACATED
BUS TRANSFER SITE
BUS TRANSFER SITE
NORTH GOING ST.
TO ALBINA YARD
FREIGHTLINER
PORTS O' CALL
MOCKS BOTTOM
BASIN AVE
SWAN ISLAND LAGOON
SWAN ISLAND
CHANNEL AVE
ANCHOR ST.
GREELEY AVE
NORTH GOING
WILLAMETTE RIVER
VICINITY MAP

FIGURE 1-7
BASIN AVE./NORTH GOING ST. INTERCHANGE
ALTERNATIVE 1

Going to Greeley will be a full add-lane on Greeley; this requires narrowing of southbound through lanes on Greeley from two to one.

2. The northeast quadrant of the North Going/Greeley interchange will be modified to improve the turning radius from Greeley to the North Going Street ramp.

Basin/North Going Interchange

Alternative 1; Partial Grade Separation (Figure 1-7): This alternative would have eliminated some traffic conflicts at the Basin/North Going intersection by grade separating some movements. This alternative included construction of a 2-lane off-ramp from North Going Street westbound to Basin Avenue. Two lanes will continue westbound to Channel Avenue. The westbound to northbound off-ramp to Basin would have been designed with an improved turning radius as compared with the existing construction. A 4-lane return ramp (for outbound vehicles), which would have been grade separated over North Going, would have also been constructed. All eastbound traffic from Swan Island and Mocks Bottom would have used this ramp.

Alternative 1 would have required the elimination of Lagoon Avenue between Anchor Street and Channel Avenue. This segment would have been replaced with a 3-lane eastbound extension of North Lagoon Avenue from Anchor Street to Basin Avenue. Finally, a 2 to 3 lane (two-way) extension of Anchor Street would have been constructed from Channel Avenue to Basin Avenue. Traffic flow patterns associated with Alternative 1 would have occurred as shown in Figure 1-7.

Alternative 3C; Basin/North Going At-Grade Intersection (Figure 1-8) (Selected): This alternative feautes a one-way northbound, 3-lane configuration on Basin Avenue to Anchor Street; a one-way southbound, 3-lane configuration on Anchor Street (to be constructed); a one-way westbound, 3-lane configuration on Lagoon Avenue; and a one-way eastbound 3-lane configuration on Channel Avenue. All intersections are at grade. Traffic signalization under this scheme consists of a 2-phase system at the intersection of Lagoon and Anchor and a 2-phase system at the intersection of Channel and Anchor. Traffic flow patterns for this alternative would occur as indicated on Figure 1-8. The project will require a land bridge across the lagoon if the area has not already been filled as part of the Swan Island Development plan.

Greeley/I-5 Interchange

Alternative 2; Partial Grade Separation (Figure 1-9): Alternative 2 entailed a southbound on-ramp from Greeley Avenue to I-5 that was grade separated from Interstate Avenue and a northbound off-ramp that was at grade with Interstate Avenue. The eastbound to southbound (E-S) ramp from Greeley to I-5 south provides for a single lane of traffic. The ramp diverges from Greeley approximately 1,100 feet west of the Greeley/I-5 intersection, and was grade separated from approximately 300 feet west of the intersection until it connected with I-5. This connection with I-5 would have been approximately in the center of the I-5/Fremont Bridge interchange. From the point of confluence with I-5, an add lane was provided for approximately 800 feet at which point it was joined by the Fremont/I-5 eastbound to southbound on-ramp. The two added lanes extend as far as the Broadway/Weidler exit, the existing single lane departing I-5 would have been converted to a double lane. An escape lane was provided south of the Broadway/Weidler exit for at least an additional 1,000 feet.

The northbound to westbound ramp from I-5 to Greeley was a single lane exit at I-5 that widened into two lanes on the ramp itself. It tied in with the Greeley/Interstate Avenue intersection at grade.

Alternative 3; Full Grade Separation (Selected) (Figure 1-10): This alternative differs from the previous Greeley/I-5 interchange alternative only with respect to the northbound to westbound off-ramp from I-5 to Greeley Avenue. For Alternative 3, the ramp from I-5 to Greeley consists of a single lane. It is completely grade separated across Interstate Avenue and joins Greeley as an add lane approximately 300 feet west of the Greeley/Interstate Avenue intersection.

No-Build Alternative

The projects discussed above would not have been constructed under the No-Build alternative. However, some other modifications to existing

BY__________ DATE __________
CHECKED BY __________

REVISIONS
BY________ DATE ________

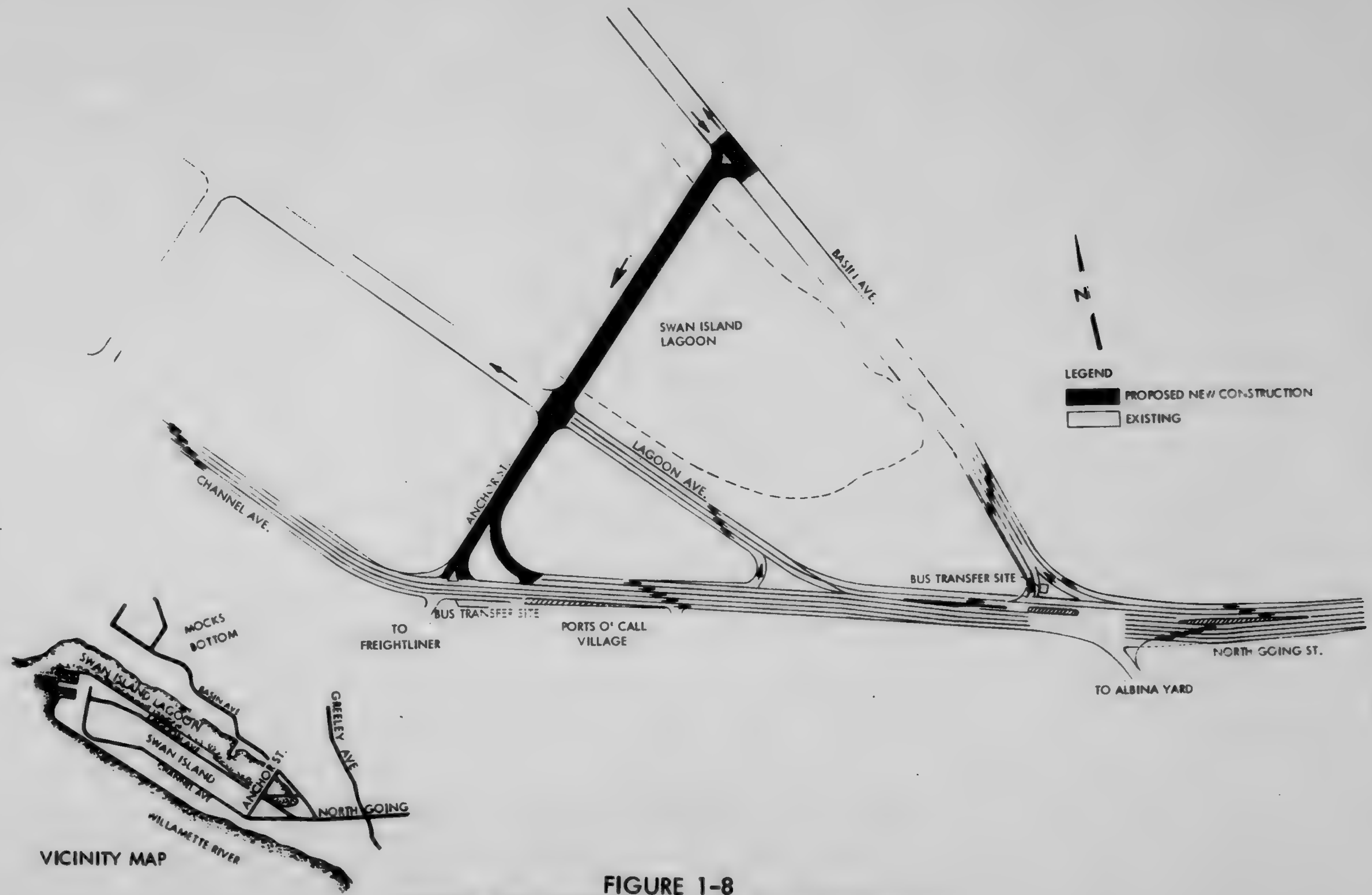

BASIN AVE.
SWAN ISLAND LAGOON
N
LEGEND
PROPOSED NEW CONSTRUCTION
EXISTING
LAGOON AVE.
ANCHOR ST.
CHANNEL AVE.
BUS TRANSFER SITE
BUS TRANSFER SITE
TO FREIGHTLINER
PORTS O' CALL VILLAGE
NORTH GOING ST.
TO ALBINA YARD
MOCKS BOTTOM
SWAN ISLAND LAGOON
BASIN AVE
SWAN ISLAND
CHANNEL AVE
ANCHOR ST.
GREELEY AVE
NORTH GOING
WILLAMETTE RIVER
VICINITY MAP

FIGURE 1-8
BASIN AVE./NORTH GOING ST INTERCHANGE
ALTERNATIVE 3C

FIGURE 1-9
GREELEY/I-5 ALTERNATIVE 2
PARTIAL GRADE SEPERATION

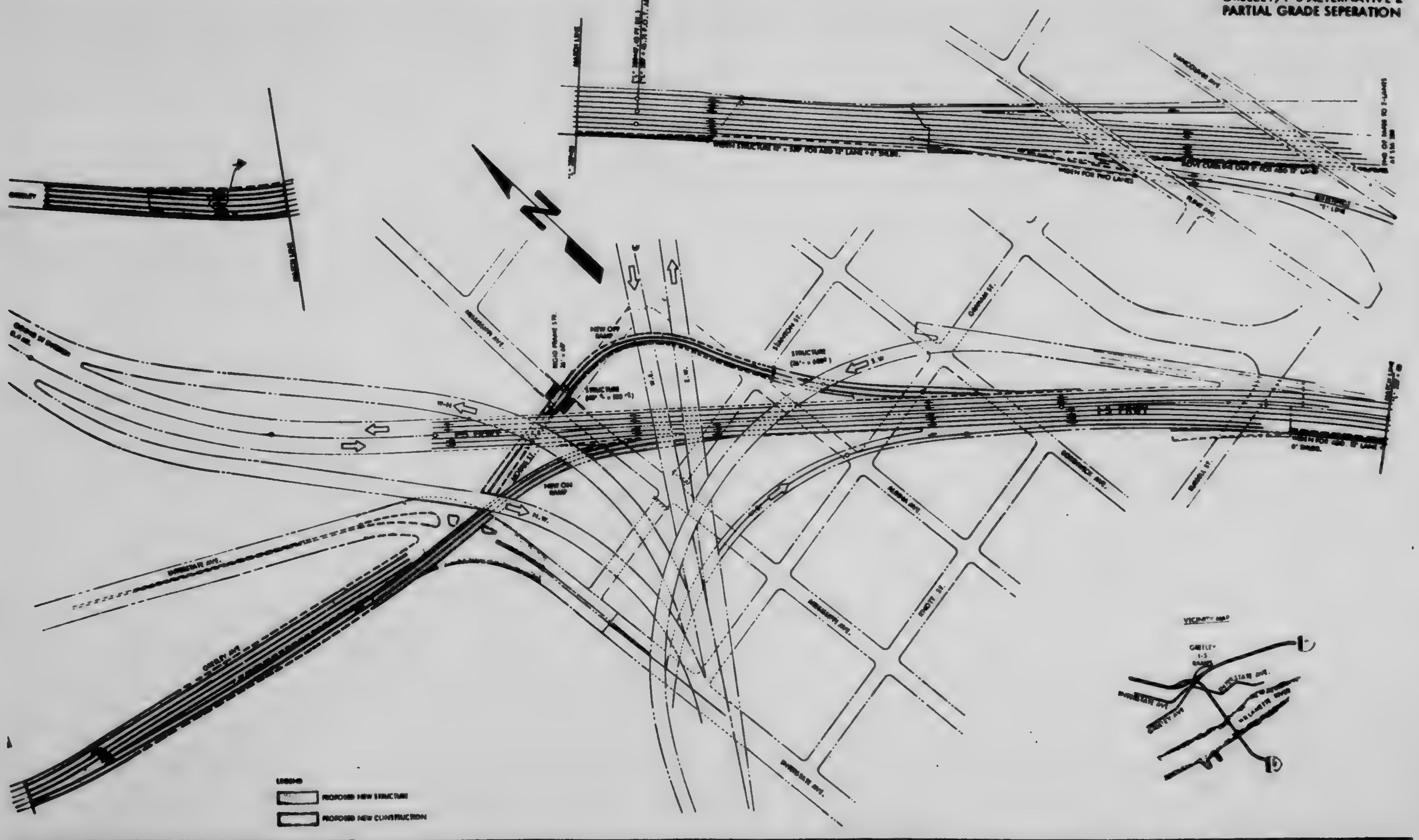
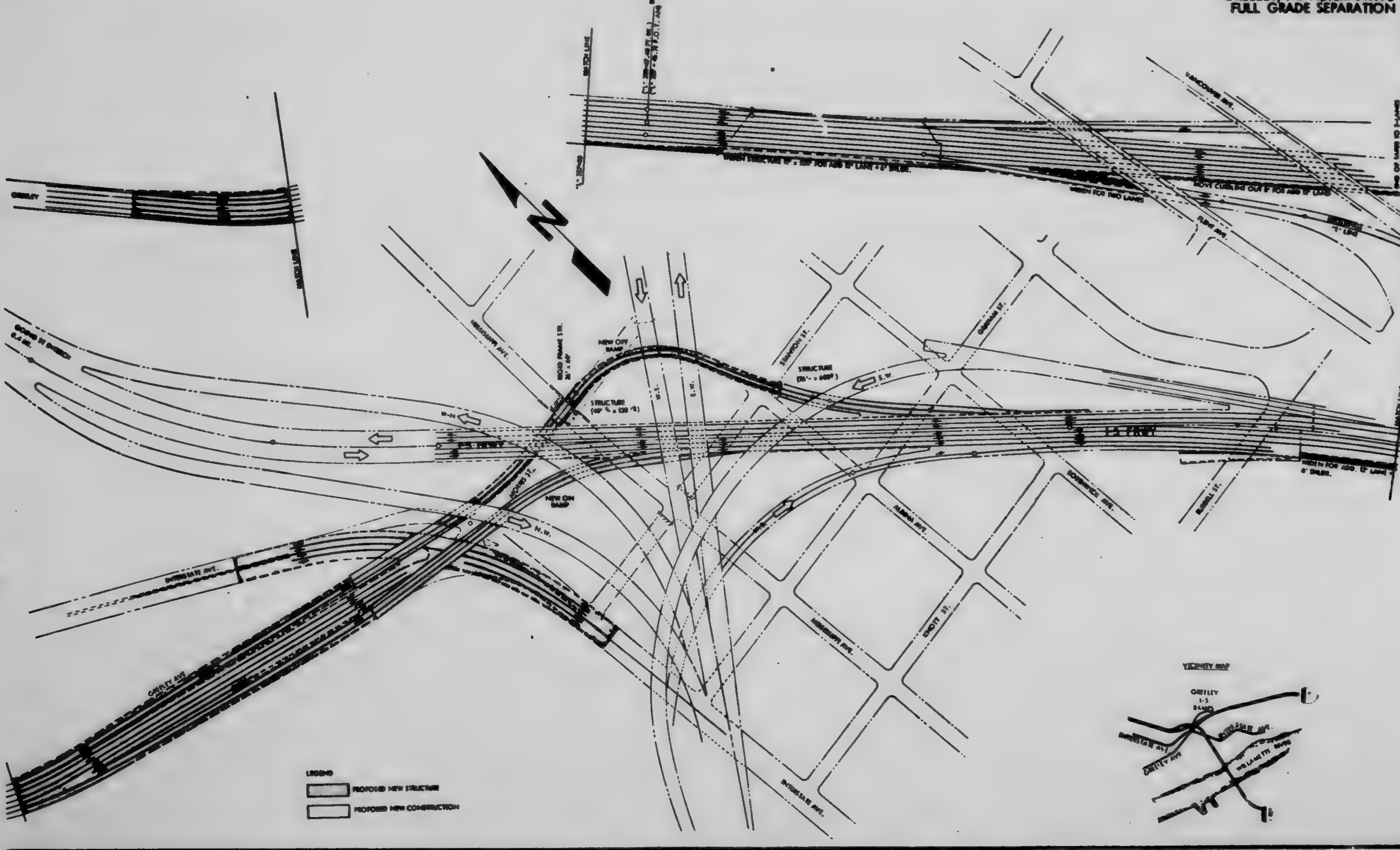

NEW OFF RAMP
NEW ON RAMP
STRUCTURE
I-5 FWY
N
LEGEND
PROPOSED NEW STRUCTURE
PROPOSED NEW CONSTRUCTION
VICINITY MAP
GREELEY
I-5
RAMPS
INTERSTATE AVE.
GREELEY AVE
1-24

FIGURE 1-10
GREELEY/I-5 ALTERNATIVE 3
FULL GRADE SEPARATION


GREELEY
MATCH LINE
NEW OFF RAMP
RIGID FRAME STR.
STRUCTURE
STRUCTURE
W.B.
E.B.
E.W.
N.W.
NEW ON RAMP
I-5 FRWY
STANTON ST.
GRAHAM ST.
ALBINA AVE.
RUSSELL ST.
VANCOUVER AVE.
FLINT AVE.
WIDEN FOR TWO LANES
INTERSTATE AVE.
GREELEY AVE.
MISSISSIPPI AVE.
KNOTT ST.
LEGEND
PROPOSED NEW STRUCTURE
PROPOSED NEW CONSTRUCTION
VICINITY MAP
GREELEY
I-5
RAMP
INTERSTATE AVE.
WILLAMETTE BLVD.

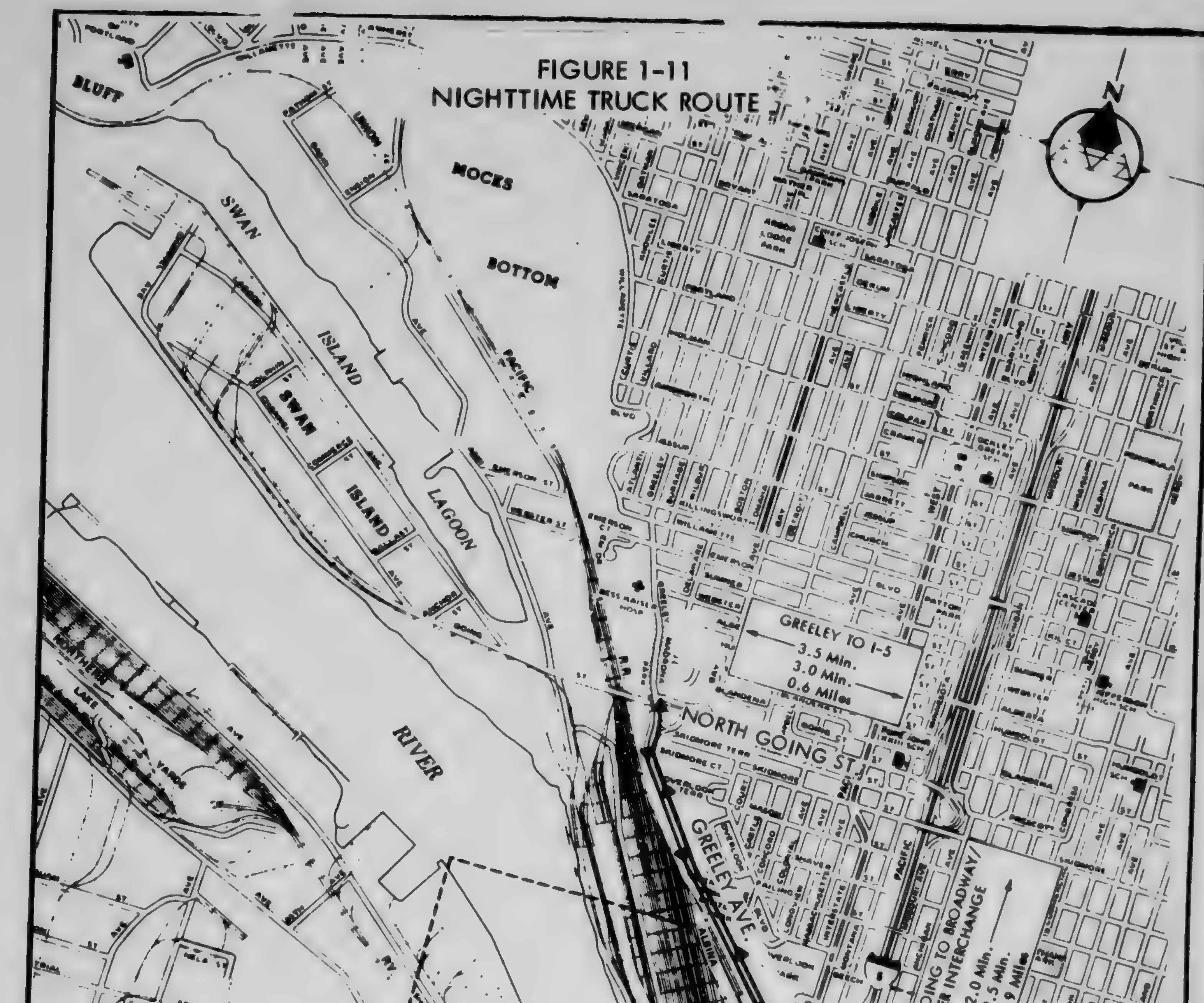
transportation conditions were proposed that, for the purpose of this EIS, were considered in evaluating the environmental effects of the No-Build alternative. These modifications are independent of the projects discussed under the Build alternative. They may be considered "routine improvements" to existing conditions that are part of the base case No-Build alternative. The transportation modifications include an added exit lane at I-5 to serve the northbound to westbound traffic flow from I-5 to North Going Street. This revision was planned to reduce backing up of traffic at the North Going Street off-ramp to improve traffic flow, and minor turning radius improvement in the northeast quadrant of the North Going/Greeley interchange. Finally, the possible implementation of a nighttime truck route was also considered under the No-Build alternative.

Nighttime Truck Route

The nighttime truck route was established by the City of Portland to reduce nighttime traffic impacts along North Going Street. The nighttime truck route was challenged in court and was never put into operation. However, pending the outcome of current litigation, it may be instituted. Therefore, due to the uncertainty concerning this proposal, the No-Build alternative is evaluated both with and without the nighttime truck route modification to existing transportation conditions.

The nighttime truck route is planned to divert 70 percent of the nighttime truck traffic along North Going to an alternative route. Under the proposed truck route, trucks originating from the south would exit I-5 at the Coliseum/City Center exit, would travel one block north on Victoria Avenue, then turn west on N.E. Broadway to Interstate Avenue. The trucks would then travel north along Interstate to North Greeley Avenue and continue in a northerly direction to North Going Street. At North Going Street the trucks would turn west to Swan Island. Southbound I-5 truck traffic from Swan Island would travel east on North Going Street to Greeley Avenue, south on Greeley to Interstate Avenue, and south to Broadway. Southbound trucks would then follow Broadway to Wheeler and the southbound I-5 ramp. Trucks bound to or from the north and to locations west via the Fremont Bridge would not be affected. The nighttime truck route is shown in Figure 1-11.

FIGURE 1-11
NIGHTTIME TRUCK ROUTE


N
BLUFF
MOCKS
BOTTOM
SWAN
ISLAND
SWAN
ISLAND
LAGOON
RIVER
GREELEY TO I-5
3.5 Min.
3.0 Min.
0.6 Miles
NORTH GOING ST.
GREELEY AVE.
NORTH GOING TO I-5 (VIA GREELEY)
9.0 Min.
8.0 Min.
2.3 Miles
NORTH GOING TO BROADWAY/ WEIDLER INTERCHANGE
2.0 Min.
2.5 Min.
1.9 Miles
INTERSTATE AVE.
BROADWAY/WEIDLER INTERCHANGE
1000 0 1000 2000 3000
SCALE IN FEET

1.5.3 Cost Estimates

Preliminary cost estimates have been developed for the proposed Basin/North Going and Greeley/I-5 interchange alternatives. For the Basin/North Going project, the estimated total cost for Alternative 1 would be $4,400,000, including expenditures of $212,000 for right-of-way. The estimated total cost for Alternative 3C is $1,800,000, of which $101,000 is for right-of-way acquisition. The total cost for the Greeley/I-5 Alternative 2 (partial grade separation plan) would be $6,500,000, including $125,000 for right-of-way acquisition and an additional $31,000 for relocation costs. The total cost estimate for Alternative 3 (full grade separation plan) is $7,800,000, which includes $400,000 for right-of-way and $100,000 for relocation costs.

1.5.4 Construction Requirements

Basin/North Going Interchange

Construction of the Basin/North Going interchange (Figures 1-7, 1-8), is scheduled to commence in February 1981 with completion expected to take 2 to 2-1/2 years. The filling of portions of the Swan Island Lagoon will be necessary to accommodate the extension of Anchor Street, if it is not already filled as part of the ongoing filling process in the lagoon. Ultimately, the Port of Portland development plan will result in one-third of the lagoon being filled. This is being accomplished by the use of the area as a spoils site for dredged material resulting from channel maintenance on the southwest side of Swan Island. Filling operations would have to be initiated before the commencement of facility construction. Rights-of-way would be acquired from the Port of Portland in order to extend Anchor Street, as proposed in both alternatives, and for the construction of the new road from the North Lagoon/Anchor intersection to Basin. Rights-of-way would also have to be acquired to accommodate widening Basin and North Going.

Under the Basin/North Going Alternative 3C, no road closures or detours would be required, although some existing traffic lanes might be narrowed or temporarily closed during widening and repair operations.

Greeley/I-5 Interchange

Construction associated with Alternative 3 of the Greeley/I-5 interchange (Figures 1-9 and 1-10) is scheduled to begin in February 1981 and to last 2 to 2-1/2 years. The selected alternative will require the purchase of additional right-of-way, which includes a narrow strip of Union Pacific Railroad land adjacent to Greeley Avenue containing several outdoor advertising signs. Alternative 3 will require acquisition of five residences, one business structure, access rights and damages and relocation costs of three other businesses to accommodate construction of the grade separated off-ramp.

Some road closures will be required during construction of the Greeley/I-5 Interchange. The project will necessitate the closure of Morris Street from Albina to Interstate Avenues. Mississippi Avenue would be temporarily closed or detoured during construction. The project will require a 24-foot to 48-foot detour along Interstate to maintain 4-lane traffic. The Greeley/I-5 alternative will also require some slowdown of I-5 traffic during the I-5 widening and on and off-ramp construction, although it is feasible to maintain 4-lane I-5 traffic by shifting present lane positions.

2.0 SUMMARY OF ENVIRONMENTAL CHARACTERISTICS, IMPACTS, AND PROPOSED MITIGATION

This section summarizes the environmental baseline characteristics for the project study area evaluated within this environmental impact statement. In addition, the projected environmental impacts associated with the Build and No-Build alternatives are discussed, and measures to mitigate some of the impacts are presented. Volume II of this environmental impact statement contains more detailed descriptions of the environmental characteristics of the project area and the impacts associated with the various alternatives.

2.1 TRANSPORTATION SUMMARY

2.1.1 Introduction

This section summarizes the potential transportation and traffic impacts resulting from decisions to build or not build the proposed Swan Island access projects. Some impacts of traffic affected by the projects are obvious and direct, such as street congestion and vehicle noise, while others are more subtle and indirect, such as increased land development or air pollution. This section addresses the direct traffic-related impacts. The 1990 traffic forecasts for each alternative presented in this section form the basis for all other traffic-related impact analyses.

Several issues must be understood in order to correctly assess the impacts of the alternatives. First, the "Build" alternative refers to the option to construct the Basin/North Going and Greeley/I-5 improvements discussed in Chapter 1. The "No-Build" alternative maintains the existing situation with respect to access.

Second, there were several design variations considered within the Build alternative. However, since the same level of traffic generation was assumed for all Build alternative design variations, the traffic impacts are approximately the same for each design and differ only with respect to whether or not the major improvements are constructed.

Third, there are significant differences in traffic generation between the Build and No-Build alternatives, and these differences are directly related to the intensity of Swan Island development associated with each alternative. The employment forecasts for Swan Island and the resulting 1990 traffic forecasts are significantly different for the Build and No-Build alternatives. The current employment level of 7,000 employees could rise to 9,000 employees by 1990 under the No-Build condition, and to about 13,200 employees under the Build condition assuming that full Swan Island development occurs by 1990 (Swan Island Transportation Study 1975). The traffic projections are not necessarily targeted to the year 1990, but are tied to employment levels which are expected to occur by 1990. Thus, the traffic impacts associated with each alternative are difficult to compare directly in a meaningful way. Most, if not all, of the adverse impacts associated with traffic on either alternative could be reduced in magnitude by restricting employment growth on Swan Island to a lower level than that assumed in this analysis, by changing the type of industry on Swan Island, or by increasing transit usage.

Finally, although the No-Build alternative assumes an increase of 2,000 employees over existing levels on Swan Island, approximately 4,200 new employees would be located elsewhere in the Region by 1990 if full development on Swan Island is not allowed. These employees would no doubt create adverse traffic impacts no matter where they would locate--impacts which are not included in this analysis. However, the issue of where this additional "No-Build" employment would locate and the potential traffic impacts which it would create at that location is important in considering the merits of the Build versus No-Build alternatives.

2.1.2 Transportation Setting

Swan Island is located in east-central Portland, Oregon in the heart of a growing region which is well served by all modes of transportation including water, rail, and highway. Portland is located near the confluence of the Columbia and the Willamette rivers and is served by ocean-going vessels. Although there are no active cargo handling facilities on Swan Island, the Port of Portland owns three drydocks and associated shipyard support facilities at the tip of the island and is constructing a fourth drydock on the Willamette River frontage of Swan Island which will accommodate large tankers.

Rail transportation is a vital part of Portland and Swan Island's commercial activities. Portland is served by four inter-city railroads (Burlington Northern, Milwaukee Road, Southern Pacific, and Union Pacific). The major marshalling yard for the Union Pacific Railroad is located just south of Swan Island and its mainline track passes through the Swan Island Industrial area. All major industries on the island are served by the Union Pacific, and several rail-to-truck distribution centers are located on Swan Island including Fred Meyer and Sears. The spur lines on Swan Island have two train operations daily (one each way). Planned industrial development by the Port in the Mocks Bottom area will feature direct rail service to all tenants.

Regional highway access (Figure 2-1) to Swan Island focuses on Interstate 5 since it provides the most convenient connection for employees traveling between work and home, trucks transporting goods to other destinations within the region, and for trucks that have inter-regional or interstate destinations. I-5 provides the primary interstate connection between the Portland metropolitan area and Washington, southern Oregon, and California. This highway serves as a collector-distributor to Swan Island and the bridges that carry traffic to and from the Portland Central Business District (CBD).

Local Street System

Access to Swan Island is limited to a single road, North Going Street, which crosses over the railroad by means of a grade-separated structure at the southern end of the island (Figure 2-2). North Going Street is 6 lanes wide with a left-turn lane at its intersection with Basin Avenue on the Island and tapers to 5 lanes with a left-turn lane at the top of its 1-mile-long, 6-percent grade.

Basin Avenue serves the westside of Mocks Bottom area, while Channel Avenue and Lagoon Avenue serve Swan Island proper. Basin Avenue is a 4-lane roadway with curb and gutter throughout its entire length. Lagoon and Channel Avenue are 4-lane roads with curb and gutter for the majority of their length, but taper to 2 lanes in the vicinity of the Port of Portland shipyard.

Access to the east side of Mocks Bottom is limited by terrain and the necessity of crossing a primary Union Pacific rail line. Development of this area will necessitate construction of an overcrossing of the rail line. The Port of Portland will be responsible for the construction, which is planned for 1981-82. The planned overcrossing will consist of two earthern approach ramps to a concrete overpass structure (supported on abutments and piling). This will accommodate a 46-foot, 4-lane roadway width and allow 24-feet of clearance for rail traffic. Land has already been reserved for the overcrossing approaches. The project site consists of 2.86 acres in two separate parcels, which adjoin the 80-foot Union Pacific Railroad right-of-way. The access will connect to North Basin Avenue, which will require revision to allow for an intersection with the overcrossing and future signal installation. See Figure 2-2a for location of the overcrossing and the proposed circulation plan for the Mocks Bottom development.

FIGURE 2-1
REGIONAL HIGHWAY SYSTEM

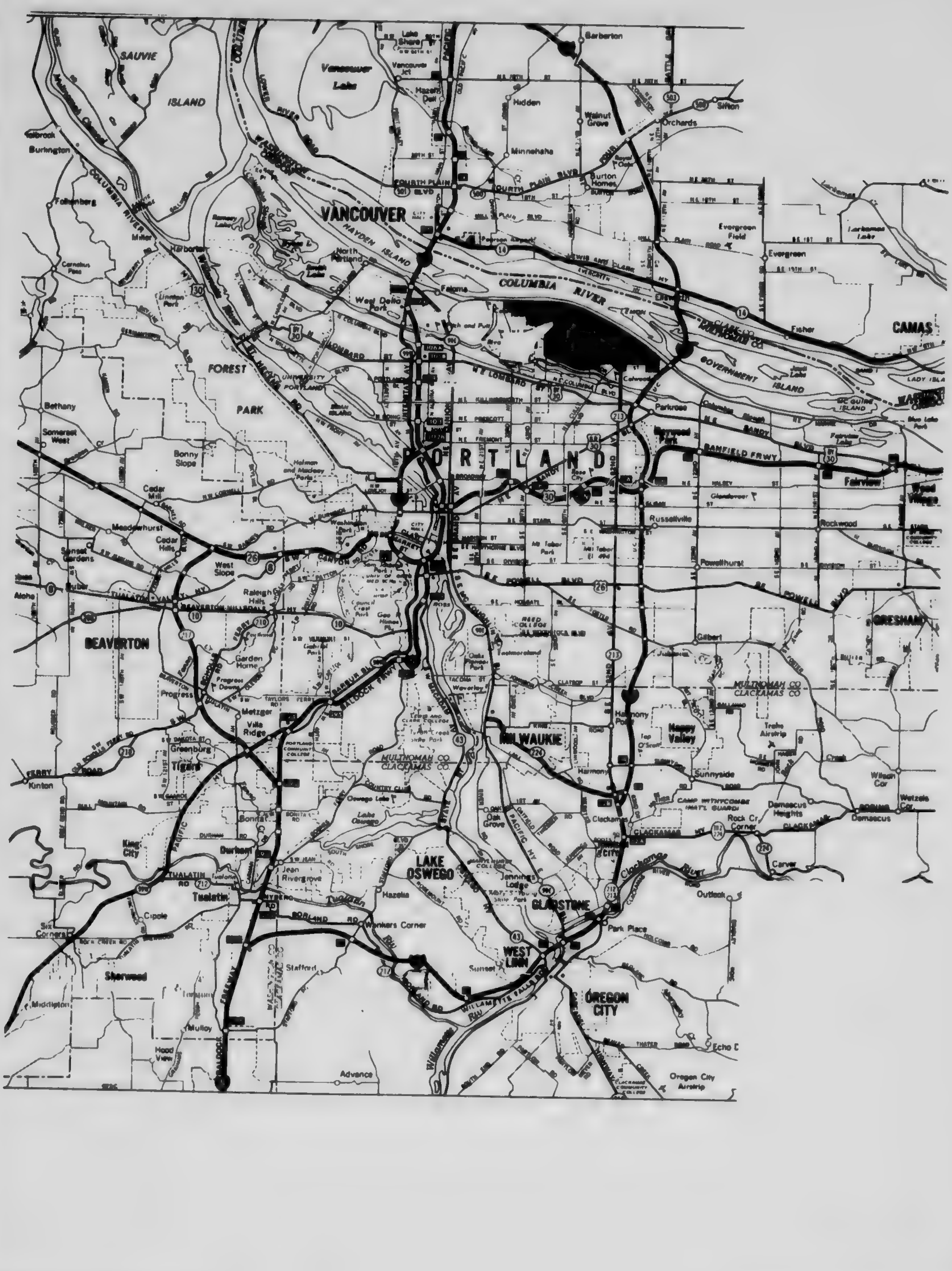

SAUVIE ISLAND
Vancouver Lake
Lake Shore
Vancouver Jct
Hazel Dell
Barberton
Hidden
Walnut Grove
Orchards
Sifton
Minnehaha
Burton Homes
Burlington
Fallenberg
VANCOUVER
HAYDEN ISLAND
North Portland
Evergreen Field
Evergreen
COLUMBIA RIVER
CAMAS
Fisher
Harborton
Linnton
West Della Park
University of Portland
FOREST PARK
GOVERNMENT ISLAND
LADY ISLAND
Parkrose
Bethany
Somerset West
Bonny Slope
Cedar Mill
PORTLAND
BANFIELD FRWY
Fairview
Wood Village
Russellville
Rockwood
Meadowhurst
Cedar Hills
Sunset Gardens
West Slope
Powellhurst
Raleigh Hills
Aloha
BEAVERTON
GRESHAM
Garden Home
Progress
Metzger
Gilbert
Reed College
Westmoreland
Waverley
Harmony
Happy Valley
Tigard
Greenburg
MILWAUKIE
MULTNOMAH CO
CLACKAMAS CO
Sunnyside
Kinton
Oswego Lake
LAKE OSWEGO
Oak Grove
Jennings Lodge
Clackamas
Damascus Heights
Rock Cr. Corner
Damascus
Carver
King City
Durham
Tualatin
Rivergrove
Cipole
Sherwood
Six Corners
Middleton
GLADSTONE
WEST LINN
OREGON CITY
Park Place
Stafford
Wankers Corner
Sunset
Willamette Falls
Mulloy
Hood View
Advance
Echo Dell
Oregon City Airstrip
Clackamas Community College

FIGURE 2-2
LOCAL STREET SYSTEM

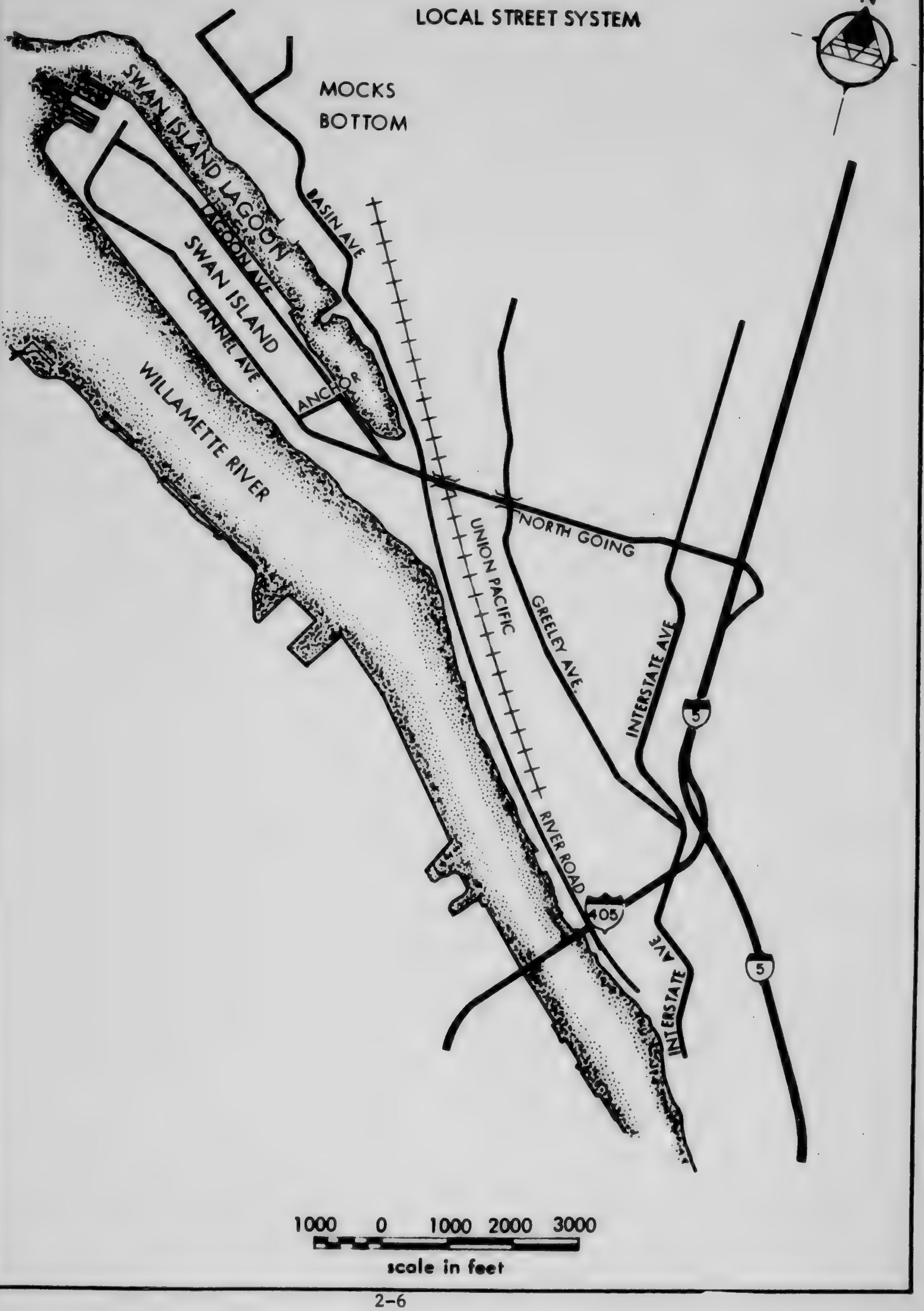
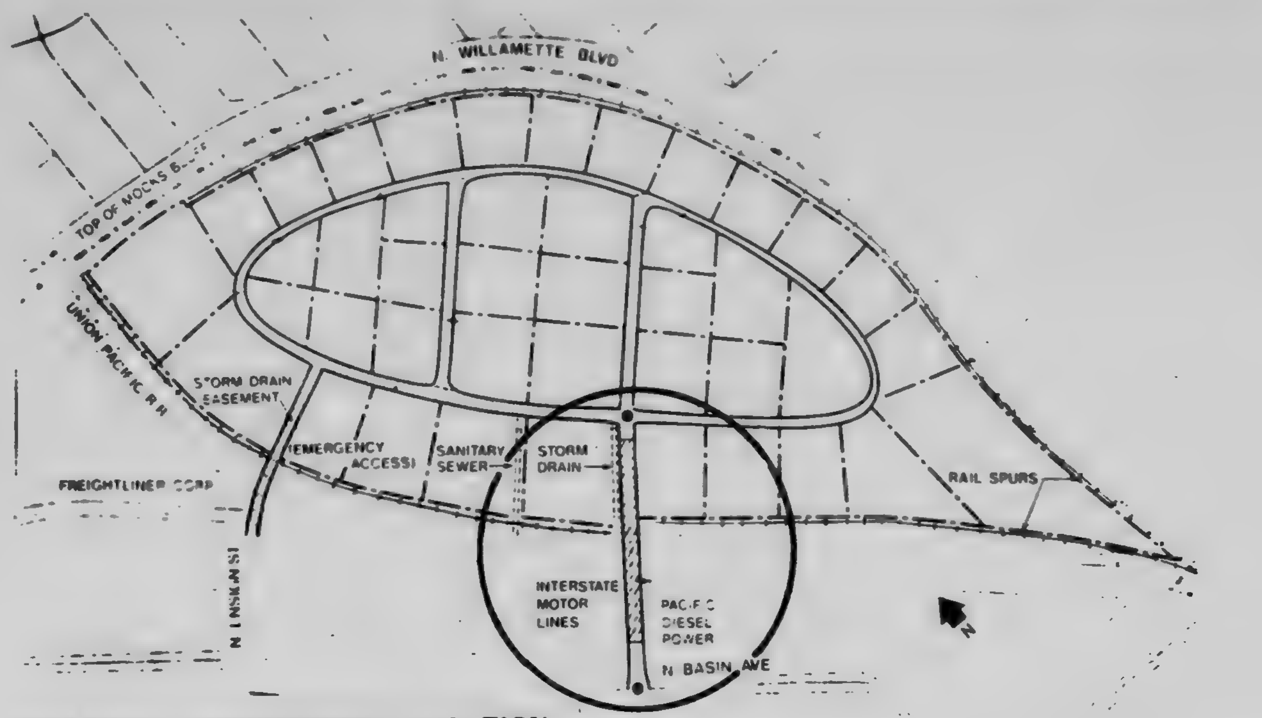
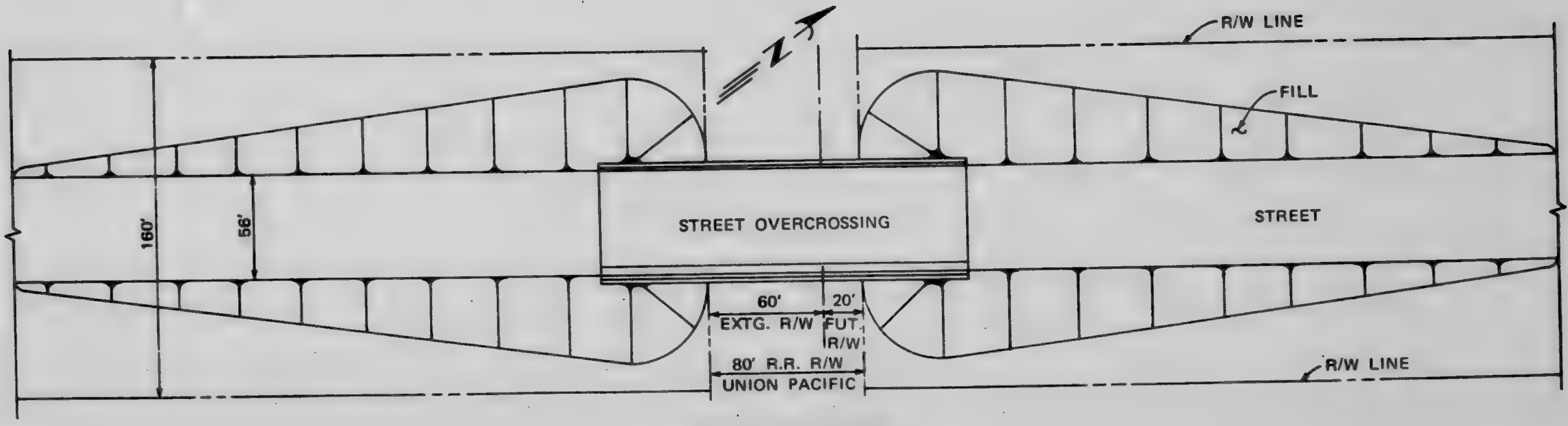

N
MOCKS BOTTOM
SWAN ISLAND LAGOON
BASIN AVE
LAGOON AVE
SWAN ISLAND
CHANNEL AVE
ANCHOR
WILLAMETTE RIVER
NORTH GOING
UNION PACIFIC
GREELEY AVE.
INTERSTATE AVE
5
RIVER ROAD
405
INTERSTATE AVE
5
1000 0 1000 2000 3000
scale in feet

FIGURE 2-2a
RAILROAD OVERCROSSING LOCATION AND PROPOSED CIRCULATION PLAN MOCKS BOTTOM DEVELOPMENT


N. WILLAMETTE BLVD
TOP OF MOCKS BLUFF
UNION PACIFIC R.R.
STORM DRAIN EASEMENT
EMERGENCY ACCESS
SANITARY SEWER
STORM DRAIN
RAIL SPURS
FREIGHTLINER CORP
N LINNSON ST
INTERSTATE MOTOR LINES
PACIFIC DIESEL POWER
N BASIN AVE
N

RAILROAD OVERCROSSING LOCATION


N
R/W LINE
FILL
STREET
STREET OVERCROSSING
160'
56'
60'
EXTG. R/W
20'
FUT. R/W
80' R.R. R/W
UNION PACIFIC
R/W LINE

OVERCROSSING PLAN

River Road, a narrow local access 2-lane road with unimproved shoulders, connects with North Going Street at Basin Avenue. This road runs south between the railroad yards and the sand and gravel plants, connecting with Interstate Avenue at its southern terminus. A large segment of this road is under Union Pacific Railroad ownership and is intended as a private access to businesses along it.

Greeley Avenue, a 4-lane roadway that extends north and south from North Going Street, intersects North Going Street east of Swan Island. This 4-lane road tapers down to a 2-lane street at Killingsworth Street. Interstate Avenue, the state highway that connected Portland with other west coast destinations before I-5 was constructed, is a 4-lane road that widens at cross streets to allow for protected left-turn lanes.

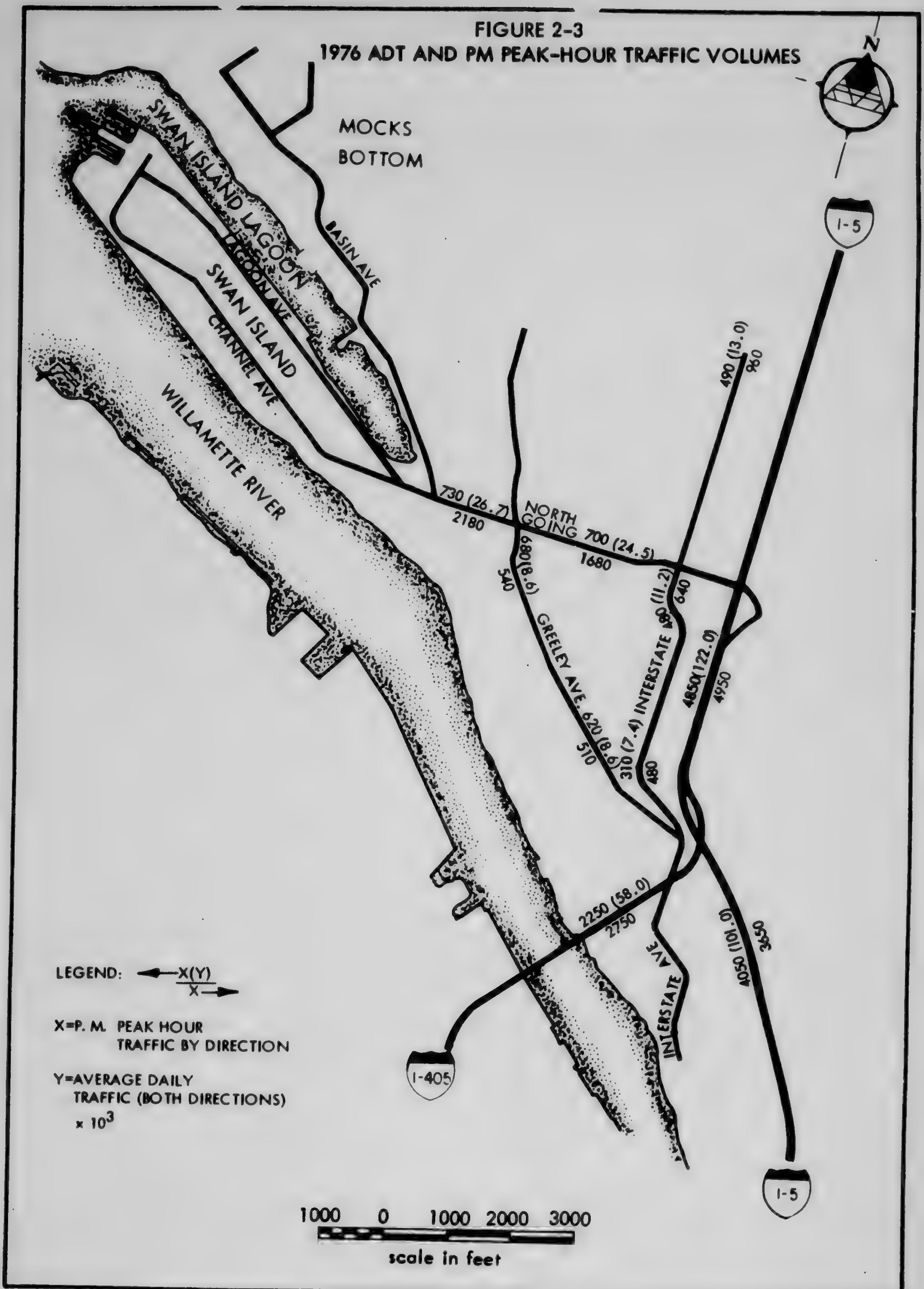
Existing Traffic Conditions

Traffic Volume: The existing (1976) average weekday traffic volume (AWDT) and peak-hour traffic volumes on the streets serving Swan Island are shown on Figure 2-3. As one might expect, volumes on North Going Street are heavily oriented to I-5 with moderate amounts distributing to Greeley Avenue (18 percent) and Interstate Avenue (19 percent) (Oregon Department of Transportation 1977a).

On Swan Island, volumes are spread equally between the east side of the Island and the west side of the Island, each leg carrying about 12,800 vehicles per day. On weekends, traffic volumes drop to less than one-fourth of the weekday traffic volumes. There is very little intra-island traffic (less than 10 percent of all traffic associated with the island), since very few of the industries on the island have direct involvement with one another.

Peak-hour traffic volumes coincide with the influx and outflow of employees to the island and occur between 7:00 a.m. - 8:00 a.m. and 4:00 p.m. - 5:00 p.m. Both the morning and evening peak-hour volumes are approximately 11 percent of the AWDT. The peak-hour volumes are directionally

FIGURE 2-3
1976 ADT AND PM PEAK-HOUR TRAFFIC VOLUMES


N
MOCKS
BOTTOM
SWAN ISLAND LAGOON
LAGOON AVE
SWAN ISLAND
CHANNEL AVE
BASIN AVE
WILLAMETTE RIVER
730 (26.7)
2180
NORTH
GOING
700 (24.5)
1680
680 (8.6)
540
490 (13.0)
980
GREELEY AVE.
620 (8.6)
510
310 (7.4)
480
INTERSTATE
(11.2)
640
4850 (122.0)
4950
2250 (58.0)
2750
INTERSTATE AVE
4050 (101.0)
3650
I-5
I-5
I-405
LEGEND: X(Y)
X
X=P. M. PEAK HOUR
TRAFFIC BY DIRECTION
Y=AVERAGE DAILY
TRAFFIC (BOTH DIRECTIONS)
x 10³
1000 0 1000 2000 3000
scale in feet

oriented with the heavy flow bound toward Swan Island in the morning and in the opposite direction during the evening. This directional split is about 85 percent inbound - 15 percent outbound in the morning, and 75 percent outbound - 25 percent inbound in the evening.

Truck Travel: Trucks account for 15 percent of the daily vehicle trips to and from Swan Island. The percentage of trucks during peak morning and evening traffic hours (9 percent) is lower than during the remainder of the day, since truckers normally try to avoid these heavily congested periods. On Swan Island, truck volumes peak during the morning between 9:00 a.m. and 10:00 a.m. Late evening truck travel is relatively light, ranging from 45 to 60 trucks per hour and peaking between 1:00 a.m. and 2:00 a.m.

The majority (73 percent) of trucks eastbound on North Going Street are destined for I-5. Thirteen percent of the trucks turn north on I-5, while 60 percent turn south. A smaller number of trucks (10 percent) travel southbound on Greeley Avenue to Interstate Avenue and south to local eastside destinations. The remainder travel north on Interstate Avenue (10 percent) or Greeley (7 percent) with the majority of these trucks traveling west over the St. Johns Bridge and only a few continuing on to Rivergate Industrial Area (Port of Portland 1970).

Traffic Congestion: A principal element in the traffic impact analysis of any highway construction project is the anticipated effect that the project will have on the quality of traffic flow (level of congestion) on streets in the project's vicinity. Traffic engineers have adopted a system describing congestion and quality of flow in terms of the level of service (LOS) provided by a given highway or street section when accommodating various traffic volumes. Level of service measures the effect of several factors, such as speed, traffic interruptions, freedom to maneuver, driving comfort and convenience, traffic composition and turns at intersections, on quality of traffic flow.

Six levels of service have been established and are designated LOS A through LOS F, from the best to the worst set of traffic conditions.

LOS A and B represent generally free flow conditions with good travel speeds and few delays to motorists. LOS C is a condition of stable traffic flow with a somewhat restricted freedom to maneuver. Arterial streets operating at LOS C have travel speeds of approximately 20 miles per hour and acceptable delays at intersections. At LOS D, traffic conditions are approaching unstable flow with some variations in travel speed. Conditions under LOS D are generally tolerable to motorists, but not desireable for long periods of time. Roadway capacity is represented by LOS E. Under LOS E, drivers experience long delays at intersections and arterial street speeds average 10-15 miles per hour. At traffic volumes above physical street capacity (LOS F), forced flow conditions occur, and flow breakdown results in only intermittent movement for long periods. Flow rate rapidly declines as demand increases and long lines of waiting cars result under LOS F.

On freeways, level of service is generally reflected by the prevailing average speed under given volume conditions. Free flow conditions (LOS A and B) result in speeds of 50 to 60 mph. LOS C corresponds to speeds of 40-50 mph. LOS D is less than 40 mph but greater than 35 mph. At capacity (LOS E), speeds are generally 30-35 mph. LOS F (breakdown) speeds vary from 30 to zero mph with stop-and-go driving conditions, the vehicle carrying ability of the freeway is greatly reduced, and actual traffic flows (as opposed to demand) may be significantly less than the volumes achieved under LOS D.

Design practice considers LOS D acceptable for short periods during peak-hour conditions in urban settings. For other times during the day, LOS C is the desired minimum level of operation on urban streets and highways. LOS E represents the maximum volume at which a facility can accommodate and is not acceptable as a design target due to traffic demand fluctuations which could result in LOS F conditions. Highway sections rated at LOS F indicate that the traffic demand on the facility is actually greater than the facility can accommodate, and hourly flows will actually be lower than the anticipated demand volume.

The level of service on streets in the Swan Island vicinity under existing traffic conditions is presented in Figure 2-4. The intersection

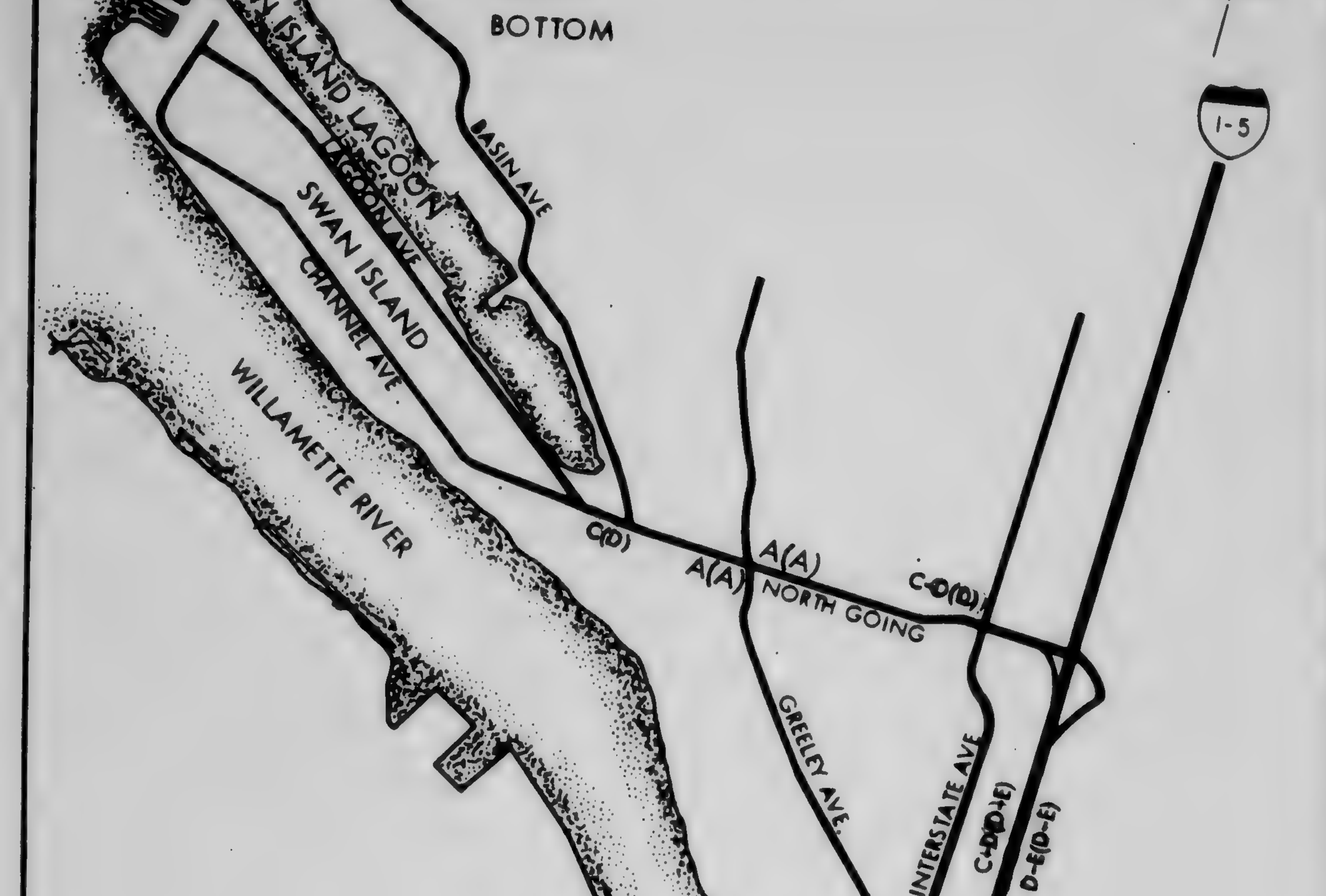


FIGURE 2-4
1976 TRAFFIC LEVEL OF SERVICE (LOS) AT SELECTED INTERSECTIONS

N
MOCKS BOTTOM
SWAN ISLAND LAGOON
BASIN AVE
LAGOON AVE
SWAN ISLAND
CHANNEL AVE
WILLAMETTE RIVER
C(D)
A(A)
A(A)
NORTH GOING
C-D(D)
GREELEY AVE.
INTERSTATE AVE
C-D(D-E)
D-E(D-E)
A-B (B-C)
D(D)
C-D(D)
INTERSTATE AVE
D-E(D)
C(D-E)
I-5
I-405
I-5
LEGEND
X - AM PEAK
(X) - PM PEAK
1000 0 1000 2000 3000
scale in feet

of Basin and North Going is heavily congested for periods during the evening (p.m.) peak hours and, on the average, operates at LOS D during these times. It operates at LOS C during the morning (a.m.) peak hour. Other arterial streets generally operate at acceptable levels of service during peak hours as shown on Figure 2-4.

Existing traffic volumes on I-5 are heavy during peak periods and the sections of the freeway north and south of the Fremont Bridge experience moderate to severe congestion during these times.

During the evening rush hour, I-5 operates at approximately LOS D-E in both directions for the section of freeway between Alberta Street south to the Broadway ramps. On those freeway sections between North Going Street and the Fremont Bridge ramps and between the Broadway ramp and the Fremont Bridge Ramps, weaving volumes control the level of service. Weaving volumes are composed of those traveling from an on-ramp to the mainline section of the freeway crossing with those traveling from the mainline section to the off-ramp. In the morning, the southbound lanes of I-5 operate between LOS C and D while the northbound sections run at LOS D-E.

Transit Service: Presently, Swan Island is served by the No. 71 Killingsworth Line. It operates on 45-minute headways (45 minutes between each bus) six days per week with no Sunday or holiday service. A subscription "buspool" service complements the regular service. This subscription service is oriented toward employees that travel long distances, and it operates once in the morning and once in the evening. This program is sponsored by Freightliner, a Swan Island truck manufacturing firm. On Jan. 22, 1979, an experimental peak period transit service was added to the regular service. Success in attracting ridership has not yet been analyzed.

Prior to Jan. 1979, transit accounted for approximately eight percent of the peak-hour, peak-direction person trips to and from Swan Island. On an average weekday, the Killingsworth line carries a total of 500 passengers (per day) and the buspool service handles 250 to 300 riders (Tri-County Metropolitan Transport District, 1977).

Pedestrians and Bicyclists. There are no data available on pedestrian or bicycle activities in the Swan Island area. However, several field trip observations suggest that activity is very light. Very little of Swan Island is served on a sidewalk system as sidewalks were not generally included as part of Swan Island development until recently. It is apparent, however, that sidewalks have been included where street improvements and new industrial development have taken place on the island. Stairways connecting North Going Street to Greeley Avenue allow for predestrian flow between these grade-separated roadways.

2.1.3 Travel Demand Analysis

This section describes the alternative levels of travel demand to and from Swan Island under the Build and No-Build project options. The possible grade separation of the Basin/North Going Street intersection is assumed to have no effect on either the level of traffic to and from Swan Island or the distribution of trips among alternative routes to the Island. For purposes of trip generation, all Build alternatives for the Greeley/I-5 ramp project are considered equally conducive to increased development on Swan Island and thus increased travel demand over that assumed under the No-Build option. Since the Basin/North Going Street intersection would not be improved as proposed without construction of the Greeley/I-5 ramps (and vice versa), the traffic generation, distribution, and general impact analyses are limited, therefore, to two options: to build or not to build the Greeley/I-5 ramps. The Build alternative traffic forecast discussed in the following sections refers to the construction of either of the two proposed designs for the Basin/North Going intersection combined with either of the two design alternatives of the Greeley/I-5 ramps. As previously mentioned, the No-Build alternative refers to foregoing construction of the proposed design alternatives.

The traffic data used to determine the relative traffic demand associated with the various Build and No-Build alternatives were provided by the Oregon Department of Transportation(1977a). Existing traffic data were compiled by vehicle counts conducted at specified locations along project area arterials. Computer-derived traffic presented in the Portland-Vancouver Metropolitan Transportation Study's "Interim Transportation Plan" were used as a basis for 1990 projections. The Interim Plan assumes completion of the I-205 and I-505 freeways in addition to major improvements to existing transit systems. Under the Build alternative, full Swan Island development (to an employment level of 13,200) was assumed to occur by 1990. These data are presented in detail in Tables 2-1 and 2-2.

Traffic Generation

The Swan Island industrial area currently generates 26,700 total vehicle trips on an average day and 2,910 vehicle trips to and from the area during the evening (p.m.) peak hour (Table 2-1). Future trip generation is closely tied to the levels of commercial and industrial development which will be allowed on Swan Island. By a formal resolution of the Portland City Council (No. 31910, approved July 7, 1977), peak-hour traffic on North Going Street immediately east of the Basin/North Going intersection was limited to 3,100 vehicles per hour in the peak direction of the peak hour unless the proposed projects are constructed. This resolution is no longer in effect with the understanding that the projects will be constructed. After the projects are completed, the traffic volumes at all accesses to Swan Island (only one exists at this time) will be limited to 4,500 vph peak hour, peak direction (as per City Ordinance 138318, adopted June 5, 1974). Land development on Swan Island will be controlled in a manner which will maintain traffic volumes at or below the specified limit.

For the purposes of the traffic analysis, separate levels of employment, and thus trip generation, were assumed for the Build and No-Build alternatives. The construction of the Greeley/I-5 ramps would provide an alternative access route to North Going Street and allow more growth

TABLE 2-1

SUMMARY OF TRIP GENERATION
SWAN ISLAND INDUSTRIAL AREA(a)

	Existing 1976	No-Build 1990	Build 1990
Development Data			
Employees(b)	7,000	9,000 (129%)(c)	13,200 (189%)
Developed Area	300 acres	450 acres	600 acres
Total Daily Traffic			
Total Vehicle Trips	26,700	38,000 (143%)	53,200 (200%)
Truck Trips (d)	4,140	5,000 (121%)	6,600 (159%)
Transit Person Trips(e)	400	1,200 (300%)	1,800 (450%)
Peak-Hour Traffic (p.m.)			
Total Vehicle Trips (2-way)	2,910	4,120 (142%)	6,060 (208%)
Truck Trips(d)	260	340 (131%)	450 (173%)
Transit Person Trips(e)	180	550 (305%)	810 (450%)
Percent Peak-Hour(f)			
Total Vehicle Trips	10.9%	10.8%	11.4%
Truck Trips	6.3%	6.8%	6.8%
Transit	45.0%	45.8%	45.0%

(a) Data from Oregon Department of Transportation (1977a).

(b) Data from Swan Island Transportation Study (1975).

(c) (XXX%) = Percent of 1976 value.

(d) Included in total vehicle trips.

(e) For 1990, assumes 18 express buses in peak hour.

(f) Percentage of daily traffic occurring in the peak hour.

TABLE 2-2

TRAFFIC ACCESS LIMITATIONS SWAN ISLAND INDUSTRIAL AREA[a]

	Existing 1976	No-Build 1990	Build 1990
Employment[b]	7,000	9,000	13,200
Total Daily Traffic	26,700	38,000	53,200
Peak-Hour Traffic (a.m.)			
Peak Direction	2,550 vph	3,400[c] vph	4,480[d] vph
Off-peak Direction	370	570	1,150
Total 2-way	2,920	3,970	5,630
Peak-Hour Traffic (p.m.)			
Peak Direction	2,180	2,930[c]	4,400[d]
Off-Peak Direction	730	1,190	1,660
Total 2-way	2,910	4,120	6,060

(a) Data from Oregon Department of Transportation (1977a).

(b) Data from Swan Island Transportation Study (1975).

(c) Limiting value 3,100 vph.

(d) Limiting value 4,500 vph.

to occur on Swan Island than is possible by using only the North Going/I-5 interchange. Table 2-1 presents a summary of trip generation for existing conditions and the two 1990 employment levels.

Since the evening (p.m.) peak hour generally presents the greatest traffic problems and associated levels of adverse impact, the p.m. peak-hour traffic volumes were used as the basis for much of the traffic impact analyses. Both the percentage of daily vehicular traffic and the absolute peak-hour traffic volumes moving to and from Swan Island in the evening peak hour are expected to increase. Almost all transit-person trips will continue to occur in the two peak hours (a.m. and p.m.) as indicated in Table 2-1.

The relationship between the limit on traffic in the peak direction of the peak hour on North Going Street and the level of development on Swan Island is clearly illustrated on Table 2-2. Although the peak hour of total traffic entering and leaving Swan Island occurs between 4:00 and 5:00 p.m., the limiting traffic volume for Swan Island development occurs in the morning peak commuter rush hour. For the No-Build alternative, the City Council mandated limit of 3,100 vehicles in one direction would be exceeded by 10 percent in the a.m. peak hour with the proposed employment level of 9,000 employees. However, the p.m. peak hour, which is the non-directional peak hour of the day, and the time when the majority of traffic problems occur, meets the Council's directional limitation. The Build alternatives yield directional traffic volumes in both the a.m. and p.m. peak hours which are lower than the imposed limit of 4,500 vph in the peak direction.

Truck Trips

The increased volume of truck travel generated by new industrial developments on Swan Island is a major concern of area residents. As indicated in Table 2-1, heavy truck trips would increase by 21 percent by 1990 under the No-Build alternative and 59 percent with the proposed Greeley ramps to I-5 south (Oregon Department of Transportation 1977a).

The peak hours of truck travel do not usually coincide with the peak hours of other traffic, and the majority of truck trips occur in the off-peak direction during peak commuter periods. Thus truck travel during peak commuter hours is not generally a significant portion of the traffic impact. For Swan Island truck traffic, the peak hour occurs between 9:00 and 10:00 a.m. when auto travel is about one-third the commuter peak level. Trucks account for more than one-fourth of all traffic entering and leaving Swan Island during this time period.

Nighttime Truck Route: Nighttime truck route under the Build and No-Build situations is of particular concern to area residents and businesses due to the excess noise generated by trucks when background traffic noise levels are lowest. A "night truck route" has been proposed by the City of Portland (1975) to reroute Swan Island trucks traveling to and from the south away from North Going to an alternative route. (The specific route to be followed is described in Chapter 1 and shown in Figure 1-10.) The nighttime truck route would remove 70 percent of the truck traffic traveling along North Going Street between 11:00 p.m. and 6:00 a.m. and divert them to Interstate and Greeley avenues (Oregon State Highway Division 1974).

Travel Patterns

As a major industrial employment center, Swan Island draws traffic from the entire Portland metropolitan area. Access to the island is provided by North Going Street (four-fifths of the island's daily traffic), which connects to I-5, and Greeley Avenue (the remaining one-fifth of the traffic), which serves the North Portland area as well as areas adjacent to the Willamette River south of Swan Island.

Eleven percent of Swan Island trips come from the North Portland area which includes the Rivergate Industrial Park. However, industries located in the Swan Island-Rivergate areas are generally not related to one another, and only one percent of the total Swan Island trips are expected to come from or go to Rivergate under either the Build or No-Build alternatives (Oregon Department of Transportation 1977c).

In addition to serving Swan Island traffic, the Build alternatives also provide a potential to divert vehicles (which currently utilize Lombard Street, Portland Boulevard, Ainsworth Street or North Killingsworth Street to access I-5 south) north of North Going and thus increase traffic on Greeley north of North Going. Travel time studies by the Oregon State Highway Division indicated that the Build alternatives would attract trips from Killingsworth but probably not divert traffic to and from I-5 south from Portland Boulevard or Lombard Street. Introducing signalization along Greeley would discourage its use as an access to I-5 southbound.

Daily Traffic: As previously discussed, the No-Build alternative would concentrate traffic increases in the North Going corridor. Thus, the development of Swan Island would be limited by the vehicle carrying capacity of North Going Street. Under the Build alternatives, however, Greeley Avenue would absorb a major portion of Swan Island traffic demand, resulting in a smaller increase in North Going Street traffic volumes than under the No-Build alternative. Figure 2-5 illustrates the average daily traffic volumes on streets in the Swan Island vicinity for the existing (1976), 1990 Build and 1990 No-Build conditions.

Peak-Hour Traffic: Peak-hour traffic volumes are generally more representative of direct traffic impacts of projected changes in travel patterns than average daily traffic estimates alone. As previously discussed, the 1990 inbound (towards Swan Island) morning (a.m.) peak-hour traffic on North Going east of Greeley under either the Build or No-Build alternatives would be approximately the same -- 3,100 vehicles per hour. Similar correspondence between outbound p.m. peak-hour traffic is also projected. Figures 2-6 and 2-7 illustrate the projected 1990 a.m. and p.m. peak-hour directional traffic volumes on streets in the Swan Island vicinity.

Transit

Travel forecasts for 1990 Swan Island trips assume major improvements in transit service and a modest increase in auto occupancy. Existing

FIGURE 2-5
AVERAGE DAILY TRAFFIC VOLUMES

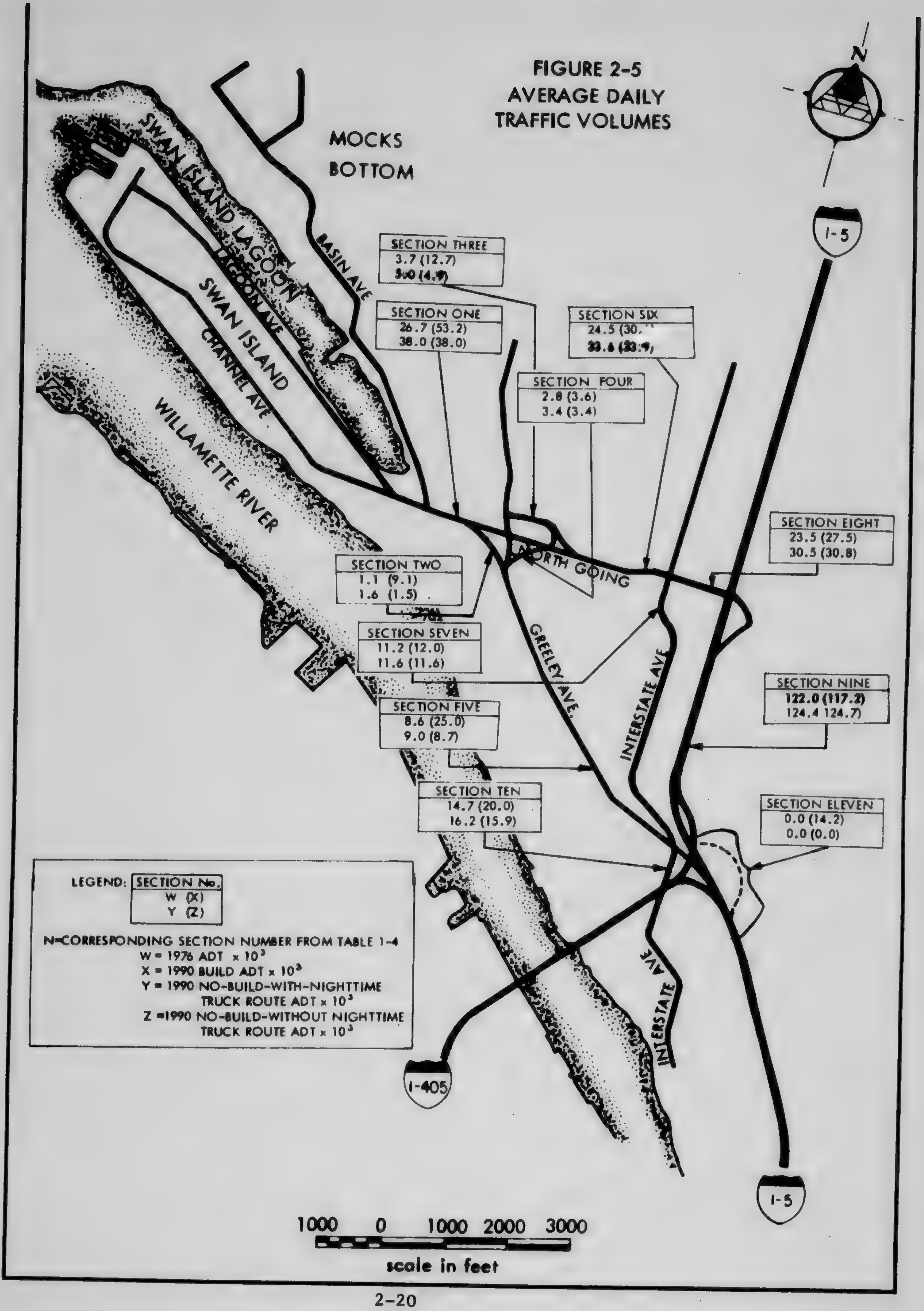

N
MOCKS BOTTOM
SWAN ISLAND LAGOON
LAGOON AVE
SWAN ISLAND
CHANNEL AVE
WILLAMETTE RIVER
BASIN AVE
NORTH GOING
GREELEY AVE.
INTERSTATE AVE
INTERSTATE AVE
I-5
I-5
I-405
SECTION THREE
3.7 (12.7)
5.0 (4.9)
SECTION ONE
26.7 (53.2)
38.0 (38.0)
SECTION SIX
24.5 (30.
33.6 (33.9)
SECTION FOUR
2.8 (3.6)
3.4 (3.4)
SECTION EIGHT
23.5 (27.5)
30.5 (30.8)
SECTION TWO
1.1 (9.1)
1.6 (1.5)
SECTION SEVEN
11.2 (12.0)
11.6 (11.6)
SECTION NINE
122.0 (117.2)
124.4 124.7)
SECTION FIVE
8.6 (25.0)
9.0 (8.7)
SECTION TEN
14.7 (20.0)
16.2 (15.9)
SECTION ELEVEN
0.0 (14.2)
0.0 (0.0)
LEGEND: SECTION No.
W (X)
Y (Z)
N=CORRESPONDING SECTION NUMBER FROM TABLE 1-4
W = 1976 ADT x 10³
X = 1990 BUILD ADT x 10³
Y = 1990 NO-BUILD-WITH-NIGHTTIME TRUCK ROUTE ADT x 10³
Z =1990 NO-BUILD-WITHOUT NIGHTTIME TRUCK ROUTE ADT x 10³
1000 0 1000 2000 3000
scale in feet

FIGURE 2-6
1990 AM PEAK-HOUR TRAFFIC

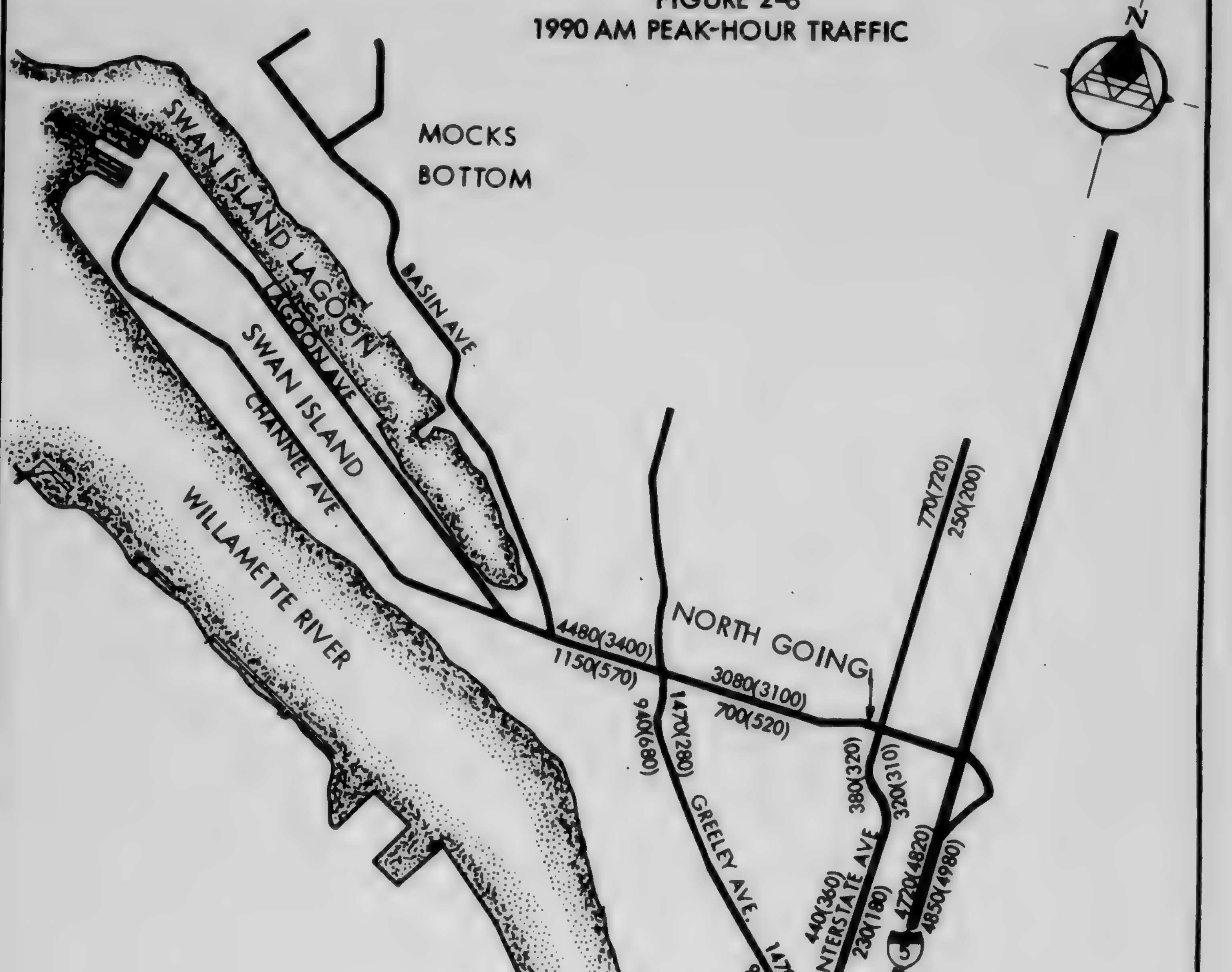
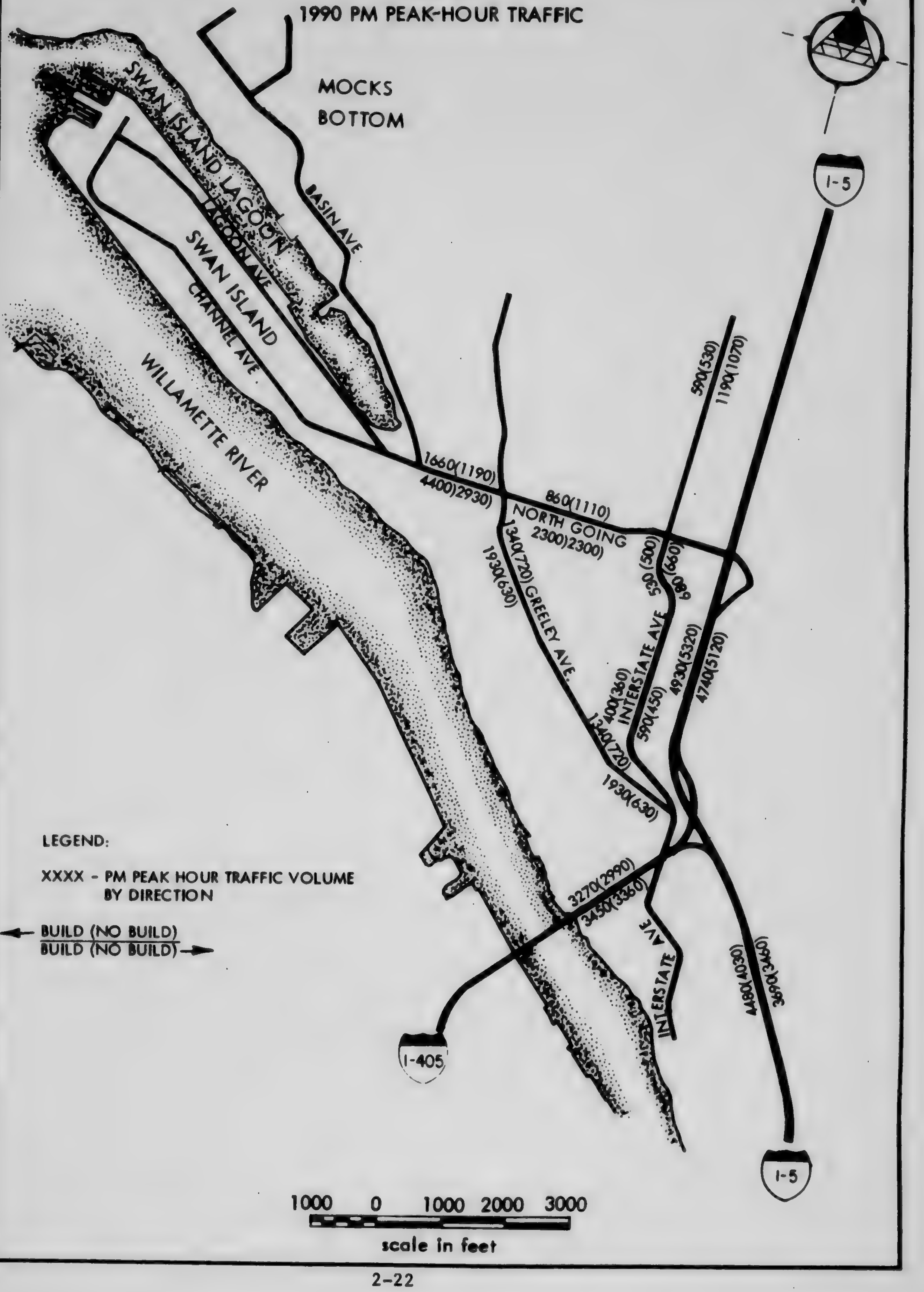

N
MOCKS BOTTOM
SWAN ISLAND LAGOON
BASIN AVE
LAGOON AVE
SWAN ISLAND
CHANNEL AVE
WILLAMETTE RIVER
NORTH GOING
4480(3400)
1150(570)
3080(3100)
700(520)
940(680)
1470(280)
GREELEY AVE
1470(280)
940(680)
770(720)
250(200)
380(320)
320(310)
INTERSTATE AVE
440(360)
230(180)
4720(4820)
4850(4980)
5
405
3430(3260)
4620(4160)
5
INTERSTATE AVE
3600(3510)
3170(2770)
LEGEND:
← BUILD (NO BUILD)
BUILD (NO BUILD) →
1000 0 1000 2000 3000
scale in feet

FIGURE 2-7
1990 PM PEAK-HOUR TRAFFIC


MOCKS
BOTTOM
SWAN ISLAND LAGOON
LAGOON AVE
SWAN ISLAND
CHANNEL AVE
BASIN AVE
WILLAMETTE RIVER
1660(1190)
4400)2930)
860(1110)
NORTH GOING
2300)2300)
1340(720)
1930(630)
GREELEY AVE.
590(530)
1190(1070)
530(500)
680(660)
INTERSTATE AVE
400(360)
590(450)
4930(5320)
4740(5120)
1340(720)
1930(630)
3270(2990)
3450(3360)
INTERSTATE AVE
4480(4030)
3690(3440)
I-5
I-5
I-405
N
LEGEND:
XXXX - PM PEAK HOUR TRAFFIC VOLUME
BY DIRECTION
BUILD (NO BUILD)
BUILD (NO BUILD)
1000 0 1000 2000 3000
scale in feet

transit service was limited to one regular line supplemented by express bus service. In the peak hour, there were two regular buses and four to seven express buses for a total service of five peak hour buses. On January 22, 1979, Tri-Met in cooperation with the Port of Portland began an experimental transit service to Swan Island. In addition to existing service, fifteen limited stop and express buses were added during the peak period. The buses serve the downtown and suburban park and ride stations. Under the No-Build alternative, this level of transit service would continue and additional peak period buses were assumed to be added for the 1990 Build alternatives. This level of express bus service would occur in conjunction with all-day Portland CBD to Swan Island shuttle service.

It is estimated that these transit service improvements, which do not include vanpools and carpools, will result in a diversion of 14.6 percent of the 1990 peak-hour person trips to mass transit. Currently, approximately 8 percent of the peak-hour, peak-direction person trips are made by bus.

2.1.4 Impacts

This section discusses the probable traffic impacts of the Build and No-Build alternatives described in Chapter 1.

Compatability with Regional Transportation Plans

The proposed Build alternatives have been approved, in concept at least, by the Columbia Region Association of Governments (CRAG) and are contained in the current Interim Transportation Plan (CRAG, 1975). The Build alternatives are, therefore, consistent with the CRAG regional highway plan and appear compatible with the adopted regional transit plans.

North Going Street is designated by the Portland Arterial Streets Classification Policy as a "Bicycle and Pedestrian Pathway" (Portland City Planning Commission 1977). Regional bikeway planning is embodied in the Bikeway Plan for the Columbia-Willamette Region adopted by CRAG in 1976.

The current designs for the Build alternatives under consideration at Basin/North Going include specific provisions for bicycle and pedestrian movement through the project vicinity. Roadway improvements include the provision of 16-foot outside travel lanes to accommodate bicycle movement. Sidewalks will be replaced in kind for pedestrian movement, and a grade-separated pedestrian overcrossing will be provided at the intersection of Basin/North Going. Thus, the proposed Build alternatives at Basin/North Going appear consistent with adopted bikeway and pedestrian plans and policies applicable to the study area. No pedestrian or bicycle facilities are planned for the Greeley/I-5 ramps.

Traffic Volumes

The limits on peak-hour, peak-direction traffic mandated by the Portland City Council apply to North Going Street immediately east of the Basin Avenue intersection. These limits are 3,100 vehicles per hour (one direction) for the interim until and unless the proposed projects are constructed, and 4,500 vehicles per hour (one direction) after the improvements are implemented.

The projected 1990 No-Build inbound a.m. peak-hour traffic volume on this section, 3,400 vehicles per hour (vph), exceeds the Council's limit by approximately 10 percent. The 1990 Build alternative a.m. peak-direction volume of 4,480 vph is essentially equal to the Council's Build condition limit. Therefore, the Build alternative appears consistent with City Council policy while the No-Build alternative is not consistent. Mitigating measures to lessen morning peak-hour traffic would be required under the No-Build alternative in order to achieve the employment level of 9,000 persons. If the projects are constructed as proposed, no additional development on Swan Island beyond that assumed for the Build condition would be allowed unless similar measures are taken in the future to reduce peak-period vehicle travel demand.

Peak-hour traffic volumes under the Build alternative will be higher, in total, than under the No-Build condition. Peak-period traffic volumes on North Going Street will be approximately 35 percent higher than existing conditions under either alternative. Trips which are diverted from North Going Street to Greeley and the new ramps under the Build alternative will be quickly replaced by new Swan Island traffic from other parts of the region which cannot use the proposed I-5 ramps. Greeley Avenue traffic levels would be approximately 3 times higher for the Build alternatives than for the No-Build alternative. On I-5 south of North Going, a.m. peak traffic volumes would increase 5 percent for the Build alternative and 7 percent for the No-Build condition. Peak p.m. traffic on I-5 south of Going would, however, be 3-7 percent lower with construction of the proposed Greeley ramps than under the No-Build conditions.

Traffic Operations

This section discusses the operational characteristics of traffic flow for the No-Build and each of the Build alternatives described earlier in this report. Since this analysis followed the same approach as discussed under the description of traffic congestion for the existing street and road system, the results of this section may be compared directly with the levels of service (levels of congestion) that are experienced on today's street system.

Build Alternative: As discussed earlier in the description of the alternatives, there are several design variations for the improvements under the Build alternative. The only locations where variations in the design alternatives will impact the level of service are the intersection of Greeley Avenue and Interstate Avenue and the intersections on the island. At all other locations the level of service will remain equal regardless of the combination of alternative improvements selected. Figure 2-8 illustrates the anticipated level of service on streets in the Swan Island area under the Build alternative.

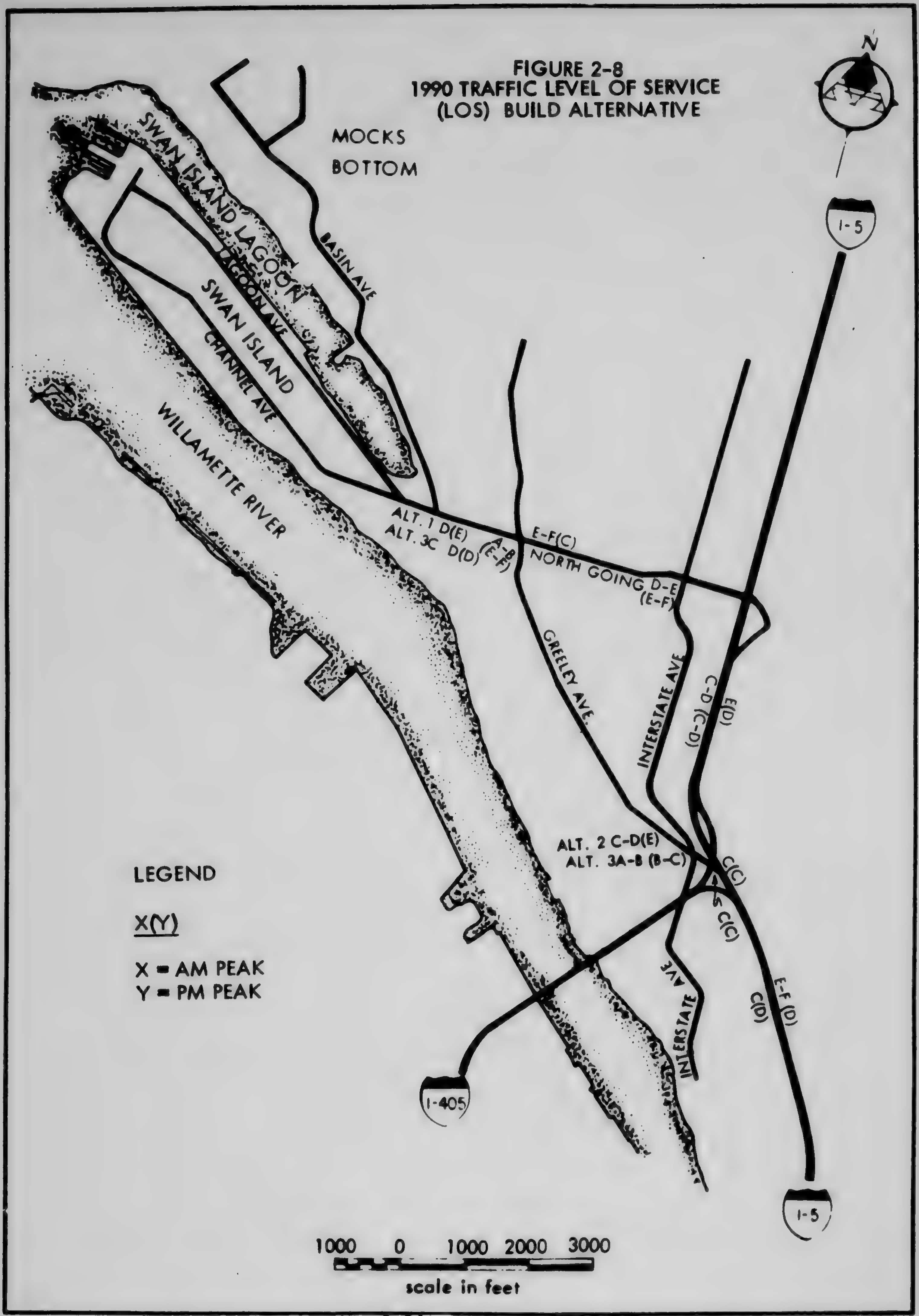


FIGURE 2-8
1990 TRAFFIC LEVEL OF SERVICE
(LOS) BUILD ALTERNATIVE

N
MOCKS
BOTTOM
SWAN ISLAND LAGOON
LAGOON AVE
BASIN AVE
SWAN ISLAND
CHANNEL AVE
WILLAMETTE RIVER
ALT. 1 D(E)
ALT. 3C D(D)
A-B
(E-F)
E-F(C)
NORTH GOING D-E
(E-F)
GREELEY AVE.
INTERSTATE AVE
C-D (C-D)
E(D)
ALT. 2 C-D(E)
ALT. 3A-B (B-C)
C(C)
C(C)
E-F (D)
C(D)
INTERSTATE AVE
I-5
I-5
I-405
LEGEND
X(Y)
X = AM PEAK
Y = PM PEAK
1000 0 1000 2000 3000
scale in feet

During the a.m. and p.m. peak hours, the intersection of Interstate Avenue at North Going Street will operate at LOS D-E and LOS E-F respectively. This is the same level of service as under the No-Build alternative. The evening outbound travel demands may, at times, exceed the physical capacity of the intersection causing considerable back-ups along North Going west of Interstate, and congested conditions for 1-1/2 to 2 hours during the p.m. peak period. Minor interruptions to in-bound morning traffic, such as stalled vehicles or "fender benders" along North Going, could result in similar conditions east of Interstate, but with less frequency.

At the interchange of Greeley Avenue at North Going Street, the eastbound to southbound ramp will operate at LOS A-B during the a.m. peak period but may meet or exceed capacity (LOS E-F) during the p.m. peak hour. Forecasted volume simply exceeds the diverge capacity for a single-lane ramp because the radius requires that vehicles slow down to enter the ramp. Long lines of vehicles waiting to exit Swan Island southbound to Greeley Avenue may become commonplace during the evening "rush hours," and the peak traffic period will spread out until vehicle demands are met.

The northbound to westbound movement, which is carried by the two-lane road parallel to North Going Street, will experience similar congestion during the a.m. peak hour at the intersection of the ramp and Greeley Avenue due to a high number of left turns that conflict with a heavy opposing flow. In addition, the geometrics are not designed for use by tractor/trailer trucks. The turning radius northbound from Greeley Avenue to the on-ramp is tighter than some trucks can easily negotiate. Evidence of this "short turning" are black tire marks along the barrier that protects trucks from falling off the edge of the roadway.

Basin/North Going Intersection: As described in Chapter 1, there were two alternatives proposed for serving traffic near the intersection of Basin Avenue at North Going Street. Alternative 1 was based on separating the conflicts with a grade separated ramp, while Alternative 3C, the Selected Alternative, serves the traffic with a series of at-grade intersections. Common to both designs is the extension of Anchor Street to connect Basin Avenue with Lagoon Avenue.

The grade-separated alternate (Alternative 1) would operate at LOS E during the p.m. peak hour and LOS D in the a.m. peak hour. The level of service in this case is dictated by the capacity at the Lagoon Avenue/ Basin Avenue intersection. All other intersections on the island would operate at LOS C or better during these peak periods, since there would be a minor amount of intra-island traffic along Anchor Street. There would be, however, an increase in out-of-direction travel for inbound Lagoon Avenue traffic.

The at-grade alternative (Alternative 3C) will operate at LOS D during both the a.m. and p.m. peak hours. This alternative will result in a great deal of out-of-direction travel for people attempting to exit from the Basin Avenue side of the island. The increased number of intersections carrying high volumes will result in an increase in accidents. During the evening peak hour there will be substantial weaving volumes on North Going Street between the Channel Avenue/Anchor Street intersection and the North Going Street/Greeley Avenue interchange, but they will not be a controlling factor in the street operation. This road section under either alternative would likely be impacted by the constrained conditions at the North Going/Greeley intersection during the p.m. peak.

Greeley/I-5 Ramps: The basic difference between the two Greeley/I-5 design alternatives centers around the construction of the off-ramp from I-5 to Greeley Avenue. Under Alternative 2, the ramp would connect with Greeley Avenue at its intersection with Interstate Avenue. The addition of this ramp traffic to the intersection will result in an LOS C-D during the a.m. peak hour and LOS E during the p.m. peak hour. The metering effect of the North Going to Greeley southbound ramp during the p.m. peak hour may have resulted in a lower hourly demand level at this intersection, and caused a corresponding increase in level of service.

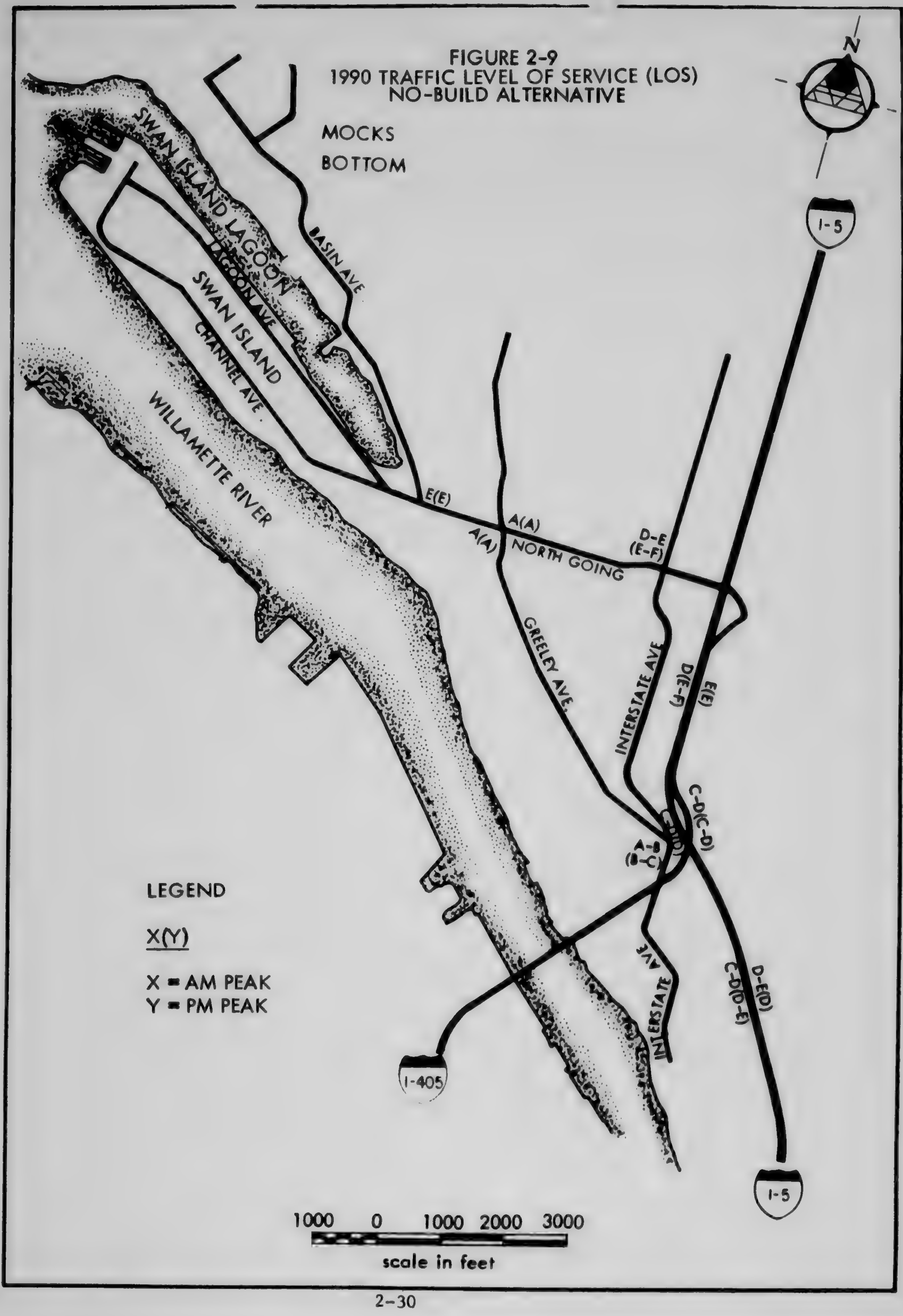
Under Alternative 3, the selected alternative, the off-ramp will cross over and touch down west of the intersection with Interstate Avenue. This will allow the intersection at Interstate Avenue and Greeley Avenue to operate much the same as it does today--LOS A-B and LOS B-C during the a.m. and p.m. peak periods respectively. The merging of ramp traffic with the through traffic on Greeley Avenue should not cause any difficulties due to the light traffic volumes on Greeley Avenue.

Freeway Operations: With the addition of the Greeley/I-5 ramps and the proposed widening of I-5 to accommodate an additional southbound lane south of the Fremont Bridge, the southbound flow on I-5 will operate at LOS C during the morning and LOS D during the evening south of the Greeley on-ramp. In the northbound direction, the level of service may drop significantly under the Build condition. Specifically, the weaving sections between the Broadway on-ramps and Fremont Bridge off-ramp will operate at LOS E-F and LOS D during the a.m. and p.m. peak periods respectively, due to an insufficient number of lanes and weave length through this section to accommodate the increased traffic demand. Thus, severe congestion (frequent stop and go driving conditions) will occur during the a.m. peak period (1-1/2 to 2 hours) along this freeway section. Similarly, the weaving section between the Fremont Bridge on-ramp and the North Going Street off-ramp will operate at LOS E and LOS D during a.m. and p.m. peak hours respectively. The Greeley off-ramp and the North Going Street off-ramp will operate at LOS C or above. The mainline section between the Greeley off-ramp and the Fremont Bridge on-ramp will operate at LOS C-D during both a.m. and p.m. peak hours.

An expanded discussion of impacts on freeway operations is presented in the "Comparison of Build and No-Build Alternatives" section near the end of this Transportation Summary.

No-Build Alternative: As shown on Figure 2-9, under the No-Build alternative almost all arterials and their intersections and Interstate 5 will operate at capacity or worse (LOS E or LOS F) in peak hours. While several of the intersections or road sections operate at LOS A through D, traffic operations for the street system as a whole will be

FIGURE 2-9
1990 TRAFFIC LEVEL OF SERVICE (LOS)
NO-BUILD ALTERNATIVE


N
MOCKS
BOTTOM
SWAN ISLAND LAGOON
BASIN AVE
LAGOON AVE
SWAN ISLAND
CHANNEL AVE
WILLAMETTE RIVER
E(E)
A(A)
A(A)
NORTH GOING
D-E
(E-F)
GREELEY AVE.
INTERSTATE AVE
D(E-F)
E(E)
C-D(C-D)
C(D)
A-B
(B-C)
INTERSTATE AVE
C-D(D-E)
D-E(D)
I-5
I-405
I-5
LEGEND
X(Y)
X = AM PEAK
Y = PM PEAK
1000 0 1000 2000 3000
scale in feet

controlled by those intersections or road segments that experience the greatest level of congestion.

On Swan Island, the intersection of Lagoon Avenue at Channel Avenue, if it remains under stop sign control, would operate at LOS C to LOS D during the a.m. peak period and LOS E in the evening. Signalization would probably increase congestion at this intersection. At Basin Avenue and North Going Street, the traffic demand during the a.m. and p.m. peak periods would meet or possibly exceed the capacity (LOS E) of the signal. As a result, there would always be a backup of automobiles waiting to get through the intersection during the peak hour.

At the interchange of Greeley Avenue and North Going Street, the level of service would remain much the same as today, operating in the LOS A to LOS C range, since there would be no major increase in travel demand between the island and destinations south via Greeley Avenue. Similarly, the intersection at Greeley Avenue and Interstate Avenue will operate at LOS B-C during both a.m. and p.m. peak periods under the No-Build alternative. The intersection at Interstate Avenue and North Going Street will operate at LOS D-E during the morning and LOS E-F during the evening period. North Going Street is the primary route for traffic under the No-Build condition, and this intersection must be transversed in order to access Swan Island from I-5. The level of service at this intersection will be the same as under the Build alternative.

On I-5, the southbound direction during the morning peak hour will continue to operate at LOS C or LOS D, much the same as it does today. The weaving sections between Going Street and the Fremont Bridge off-ramp and between the Fremont Bridge on-ramp and the Broadway off-ramp will dictate the quality of flow through this section in the a.m. peak hour. During the p.m. peak hour, traffic in the southbound lanes will flow at or exceed the capacity (LOS E) through both the weaving sections. The section between North Going and the Fremont on-ramp will be severely congested, with frequent stop and go driving resulting.

The northbound lanes between Fremont and North Going will operate at LOS E in both the a.m. and p.m. peak periods under the No-Build alternative. As with the southbound flow, the weaving sections (Broadway to Fremont and Fremont to North Going) control the level of service. Any accident or interruption to the traffic flow during the morning or afternoon peak hours in either the north- or southbound lanes will result in a breakdown of the traffic flow, severe congestion and stop-and-go driving.

Safety Impacts

Accident prediction is a difficult and unsophisticated process due to changing factors such as local driving habits, weather conditions, and traffic volumes that may contribute to a potential accident condition. The safety analysis for the proposed project utilized available information from research on accidents on interstate and arterial streets. These data, however, consisted mainly of averages from a large number of urban locations with similar, but not exactly the same, traffic and geometric characteristics. The variation in research data precludes the possibility of accurately separating the increased accident potential due to geometric design changes and increased accident potential due to increased traffic volumes. Although there have been some studies on controlled roadway segments, it is impractical to directly transfer their results, other than through averaging techniques used in the analysis, to the specific conditions on I-5 in Portland.

The traffic safety impact analysis under the Build and No-Build alternatives indicates the following general conclusions. First, more accidents are likely to occur each year as a result of the additional traffic generated by the Build alternative. The majority of these new accidents would occur on Greeley Avenue between North Going and Interstate Avenue and along the proposed Greeley ramps connecting Greeley with I-5 South. Since the traffic on North Going Street east of Greeley would be approximately the same under either the Build or No-Build alternative, both the accident rates and the number of total accidents on these sections would be expected to remain approximately the same for both alternatives. Second, the addition of the northbound off- and the southbound on-ramps from Greeley to I-5 are likely to increase the total number of accidents in the Fremont section of I-5 by approximately 2 to 4 accidents per year. The major reason for this increase is the increased number of conflicts caused by merging and diverging traffic on I-5 and from the new ramps.

It is very difficult if not impossible to determine the impact of modifying the highway design standards for I-5 in the project vicinity. The Highway Capacity manual, which is the most generally accepted source of information on this subject, suggests that from the standpoint of capacity, ideal conditions exist when: (1) lanes are 12 feet wide, and (2) shoulders are a minimum of 6 feet wide. The outer shoulder width along I-5 in the Fremont Bridge vicinity is 6 feet and the proposed Build alternative would narrow this shoulder to 4 feet. Travel lanes will be maintained at 12-foot widths. By narrowing the shoulder to 4 feet, the capacity of I-5 may be reduced by 1 percent.

The highway design standards in the AASHO Policy on the Design of Urban Highways and Arterial Streets suggest that a 10-foot wide shoulder on the driver's right edge of the roadway be provided as an area for disabled cars to stop and be clear of moving traffic. It is difficult to quantify the degree to which the reduction of the shoulder width will increase accident potential. Reducing the shoulder width from 10 feet to 6 feet will allow for disabled cars (but not trucks) to get off the road, but would not give a person sufficient room to change a tire, for instance. Reduction of the shoulder width below 6 feet would eliminate the possibility of using the shoulder as an escape area.

For the Build alternatives at both the Basin/North Going interchange and the Greeley/I-5 ramps, basic design alternatives will influence the accident potential. In each case, the alternatives differ by grade separating a particular traffic movement versus allowing the movement to occur at grade.

The added ramp at the Basin/North Going Street intersection (Alternative 1) does remove conflict in certain cases and may be better than the existing situation, but this alternative appears to simply relocate these conflict situations to the intersection of Anchor, Lagoon and Basin. Alternative 3C (selected), which keeps all traffic movements at grade, appears to concentrate these traffic conflicts at the intersection of Lagoon and Anchor Street; thereby reducing the number of times that Going Street traffic will conflict with cross traffic. It is concluded that one design alternative is no better than the other from a safety standpoint.

At the Greeley/I-5 ramps, the alternatives consist of allowing the northbound off-ramp to come into the intersection with Interstate Avenue at grade or to completely grade separate this ramp from the intersection as is done with the southbound on-ramp. The grade separated alternative would, from a safety standpoint, be superior to the at-grade alternative in that it completely removes this traffic from conflicts with north-south traffic on Interstate Avenue.

Construction Impacts

Basin/North Going Interchange: Traffic would have experienced some minor inconvenience under either alternative 1 or 3C since minor construction and reconstruction will take place in or near the travel way. Work associated with both alternatives would include construction of the intersections with the new section of Anchor Street, reconstruction and channelization of existing intersections, and restriping and signing of streets.

Alternative 1 may have required some slight detours during construction since the primary exit is an aerial construction that crosses over North Going Street and will require temporary structures on part of the existing roadway to support the forms for the concrete. After completion of the construction of Alternative 1, existing Lagoon Avenue from Anchor to North Going would have become obsolete and would be permanently closed or removed. There will be no permanent changes in traffic usage of other streets resulting from Alternative

3C. Cone lines and flagmen will probably be adequate to control traffic during construction.

Greeley/I-5 Ramps: Several streets will be closed as part of the construction of either Alternative 2 or Alternative 3 of the Greeley/I-5 improvement. Morris Street from Albina Avenue to Interstate Avenue will be closed permanently because Greeley/I-5 ramp supports will be constructed within the existing roadway. Based on existing plans, a ramp support will be located at the intersection of Albina Avenue and Stanton Street. If, however, this ramp support could be moved approximately 70 feet, Stanton Street could remain open. In any case, Albina Street would be closed between Stanton Street and Morris Street. Mississippi Avenue would be detoured during the construction of the off-ramp underpass.

The city's Bureau of Maintenance is the main user of the streets being closed. However, the Bureau is presently undertaking a major expansion beneath the Fremont interchange and has received approval to vacate several streets. Thus, the effects on Bureau traffic will be minimal.

Alternative 2 will require reconstruction of one leg of the intersection to serve the new inbound off-ramp from I-5. However, there may be slightly more interference to traffic flows during construction of Alternative 3, since this option involves more overhead work requiring more concrete form supports. All impacts associated with construction of the on-ramp will be generally equal for both alternatives.

On I-5, where the ramps connect with the freeway, traffic flow will be restricted during construction since heavy equipment (trucks, cranes, etc.) will be required to work from the freeway level. Such equipment will be positioned on the right side of the roadway in the escape lane and a portion of the right travel lane.

Comparison of Build and No-Build Alternatives

The traffic impact analyses of the Build and No-Build alternatives are summarized in Table 2-3. Significant factors highlighted by the

TABLE 2-3

COMPARISON OF IMPACTS ASSOCIATED WITH THE BUILD AND NO-BUILD ALTERNATIVES

IMPACT	BUILD	NO-BUILD
1. Compatability with regional plans	Consistent with regional growth and land use plans. Consistent with adopted streets and highways plans.	Does not conform with regional aspirations for growth in jobs, and for containment of urban sprawl by focusing important activities within the central city. Inconsistent with adopted regional and local plans.
2. Travel demand	Projected Swan Island district growth is accommodated to 1990. Increased growth translates to a greater level of traffic and greater impacts in traffic-related issues than the No-Build	Traffic factors limit the potential growth of the Swan Island District. Less growth, however, means less traffic, and except in certain areas, less traffic impact. No assessment was made of traffic impacts which would occur in other areas if growth is forced away from the Swan Island district.
	Total traffic to Swan Island will approximately double over existing levels. Approximately 53,200 vehicle trips will be generated.	Total traffic to Swan Island will increase approximately 43 percent over current levels. Approximately 38,000 daily vehicle trips will be generated.
	Truck trips will increase by 59 percent over existing levels to a total of about 6,600 daily vehicle trips.	Truck trips will increase by 21 percent over existing levels to a total of about 5,000 daily trips.
3. Travel patterns		
a. North Going Street and Greeley Avenue	The Build alternative divides the traffic between North Going and Greeley. North Going Street traffic (east of Greeley) will increast approximately 25 percent over existing levels to a total of about 30,600 daily vehicles. Greeley (south of North Going) will	The No-Build condition concentrates travel in the North Going Street corridor. North Going traffic will increase 39 percent over existing levels to a total of about 33,600 daily vehicles. Greeley will have a modest increase of 5 percent daily travel and

TABLE 2-3

Sheet 2 of 3

IMPACT	BUILD	NO BUILD
3. Travel patterns (Continued)	will have about three-fold increase in traffic over existing levels to a total of about 25,000 vehicles.	remain well within its present capacity.
	Peak-hour traffic will be within council mandated limits for the Build condition at 4,480 vehicles. (Limit = 4,500 vehicles.)	A.M. peak-hour traffic will exceed council mandated limit for No-Build condition by 10 percent at 3,400 vehicles per hour inbound to Swan Island. (Limit = 3,100 vehicles.)
b. I-5 between North Going Street and Fremont interchanges	Daily traffic will decrease about 4 percent over existing to a total of 117,200.	Daily traffic will increase about 2 percent over existing to a total of 124,400 vehicles.
	A.M. peak-hour traffic will increase about 5 percent over existing levels to about 9,570 vehicles per hour.	A.M. peak-hour traffic will increase about 7 percent over the existing levels to about 9,800 vehicles per hour.
	P.M. peak-hour traffic will decrease 1 percent over the existing levels to about 9,670 vehicles per hour.	P.M. peak-hour traffic will increase aabout 7 percent over the existing levels to about 10,440 vehicles per hour.
4. System operation a. Arterials	Unusually high congestion will occur at the following intersections during the time period indicated: (technically described as LOS D or E)	
	A.M. Peak Hour: Interstate and North Going Basin and North Going	A.M. Peak Hour: Interstate and North Going Basin and North Going
	P.M. Peak Hour: Basin and North Going Greeley and Interstate (Alt 2)	P.M. Peak Hour: Basin and North Going
	Severe congestion will occur at the following intersections during the time period indicated: (technically LOS E or F and worse)	
	A.M. Peak Hour: Greeley and North Going (northbound to westbound movement)	A.M. Peak Hour: ----

TABLE 2-3

Sheet 3 of 3

IMPACT	BUILD	NO-BUILD
4. System operation		
a. Arterials (Continued)	P.M. Peak Hour: Interstate and North Going Greeley and North Going (eastbound to southbound movement)	P.M Peak Hour: Interstate and North Going
b. Freeways	Unusually high congestion will occur on the following segments of I-5 during the time period shown: (technically described as LOS D or E)	
	A.M. Peak Hour: Northbound from Fremont Bridge to North Going	A.M. Peak Hour: Northbound from Broadway to North Going Southbound from North Going to Fremont Bridge
	P.M. Peak Hour: Southbound from the new Greeley ramp to Broadway Northbound from Broadway To North Going	P.M. Peak Hour: Southbound from Alberta to Fremont Bridge Southbound from Fremont Bridge to Broadway Northbound from Broadway to North Going
	Severe congestion will occur at the following segments of I-5 during the time period shown: (technically LOS E/F and worse)	
	A.M. Peak Hour: Northbound from Broadway to Fremont	P.M Peak Hour: Southbound from North Going to Fremont Bridge
5. Safety	The I-5 freeway through Portland already suffers from relatively high accident rates. Addition of new traffic will increase the number of accidents roughly in proportion to the traffic volume increases.	
	The Build alternative has a higher accident potential than the No-Build due to higher traffic volumes and an added freeway ramp interchange.	

analysis include: First, the traffic impacts along North Going Street are approximately the same under either alternative. Second, severe congestion will occur on northbound I-5 between Broadway and the Fremont Bridge interchange during the a.m. peak hour under the Build alternative, and on southbound I-5 between North Going and the Fremont Bridge during the p.m. peak hour under the No-Build alternative. Third, the major difference between the alternatives is that the Build alternative is consistent with locally adopted regional transportation and land use plans while the No-Build alternative is not.

The impacts associated with the Build and No-Build alternatives will affect the various local communities in a number of ways.

Traffic Operations: The Build alternative, due to its inherently higher traffic volumes, will cause greater congestion on arterial streets serving Swan Island than the No-Build alternative. Principal impacts of the Build alternative will be felt at the Greeley-North Going intersection. Under either alternative, increased traffic along North Going (due to the higher employment level on Swan Island) will result in continued deterioration in the level of service at the North Going-Interstate Avenue intersection.

The interrelation of Swan Island traffic and the interstate highway system (I-5 and I-405) in Portland is a complex issue. Currently, the interstate system in the vicinity of the Fremont Bridge operates at or near capacity during peak hours. Erratic fluctuations in vehicle flows coupled with merging and weaving movements from the Fremont Bridge, Going Street, and Broadway Street ramps result in slow speeds and frequently occurring stop-and-go driving conditions. These conditions are reflected in Figure 2-4, 1976 Traffic Level of Service, as LOS D, LOS E, and LOS D-E (where the latter designation reflects variation in LOS during the peak hour).

A LOS analysis using traffic projections for the 1990 target year indicated that conditions are not likely to improve under either the Build or No-Build alternatives. Under either option, I-5 traffic demands for 1990 are forecasted to exceed the physical peak hour capacity of the freeway on at least one section of I-5 in the project vicinity (LOS E-F on figures 2-8 and 2-9); most other freeway sections will experience peak-period driving conditions at least as adverse as today.

Several observations from the traffic analysis of I-5 are worthy of discussion at this point. Under the No-Build alternative, the critical section of I-5 will be the southbound lanes north of the Fremont Bridge. Under the Build alternative, the northbound lanes south of the Bridge will be the limiting section (see Figures 2-8 and 2-9). In either case, future traffic conditions along the I-5 corridor in central Portland will not improve over today's level of service.

Second, the critical freeway sections mentioned above, which have forecasted demands in excess of their capacities, will become two more in a series of potential bottlenecks that will tend to constrict traffic flow throughout the length of I-5 in the project vicinity. Thus, I-5 will be a constraint to growth on Swan Island, regardless of whether the proposed projects are constructed. As a result, the actual hourly flow of traffic to and from Swan Island will likely be lower than projected levels, and peak a.m. conditions on arterial streets may be slightly better than indicated from the analysis in this EIS.

A third but more subtle point is that traffic volumes will increase to fill the available capacity of I-5 (up to a practical limit) through central Portland regardless of the Swan Island development decision. As long as the Portland region continues to experience economic growth, population increase, and employment expansion, the basic freeway infrastructure of the city will continue to operate at "capacity." However, the "capacity" of the system may gradually expand to accommodate increased people movement through longer peak traffic periods, increased use of mass transit and higher car occupancy (carpooling and vanpooling). If, under the No-Build alternative, the Swan Island industrial area were not allowed to develop to its full potential, other locations in the region would absorb the industrial growth projected for Swan Island. Therefore, traffic movements herein projected for Swan Island may travel to and from these other locations via the same freeway system (I-5) with potentially the same or greater adverse environmental impacts.

The above underscores the fact that improvements on I-5 are needed regardless of the proposed project. In order to preserve the integrity of I-5 as a Regional transportation artery, and as a condition of approval of any new access connections, the Federal Highway Administration has requested the development of a traffic management and control strategy. Implementation of the first stage of that strategy is a prerequisite to construction approval of this project.

Industrial Community: Industrial growth in the Swan Island district will be severely hampered by insufficient traffic capacity under the No-Build alternative, leading to pressures for development in other Portland areas or outside of the region altogether.

Residential Community: The residential community that will be most greatly affected is that community adjacent to North Going Street. Adverse impacts on residential uses will include traffic congestion, air quality, noise and related problems. The No-Build alternative would undoubtedly cause the most severe impact due to the resulting increased traffic on North Going Street. The Build alternative will result in less severe impacts, but will by no means eliminate traffic-associated effects, as even the Build alternative will result in an increased volume of traffic on North Going Street.

The Greater Community: From an economic standpoint, implementation of the Build alternative will improve access to Swan Island, thus fostering development of the industrial area. At full development, 4,200 additional jobs would be created, significantly increasing industrial employment in the central Portland area.

The most severe adverse traffic impacts associated with the Build alternative include the increased traffic along I-5 northbound between the Broadway/Weidler interchange and the Fremont Bridge ramps during the a.m. peak period, and the problems associated with accommodating Swan Island traffic along I-5 in the p.m. peak period.

However, the heavy traffic which currently exists along I-5 is beginning to affect the quality of life in the urban Portland metropolitan area. While it is desirable to limit urban sprawl by containment of growth within current urbanized boundaries, it appears equally desirable to improve traffic flow particularly along I-5. Improvement of I-5 would induce increased suburban accessibility (and therefore growth) and would perhaps work against aspirations for a robust transit system. In all, these issues are quite complex and beyond the scope of this analysis. Yet, it appears certain that the I-5 corridor operation will be one of the most dominant influences on the future form of the Portland metropolitan area.

Comparison of Build Alternatives

The design variations for the Build alternative at each location have much less impact than the differences between the Build and No-Build conditions. From the regional and community viewpoints, the impacts of construction for any combination of design alternatives will be virtually identical. There would, however, be some minor variations in traffic operations under specific alternative designs and these are discussed in this section.

Basin/North Going Interchange: The principal difference in impacts between Alternative 1 (partial grade separation) and Alternative 3C (at-grade solution) is that Alternative 1 would have increased out-of-direction travel for inbound Lagoon Avenue traffic while Alternative 3C will impede outbound Basin Avenue traffic in a similar fashion. Alternative 1 might have resulted in lower overall traffic delay to Swan Island vehicles in peak hours, but the degree of time savings would have been minimal, if any, due to the additional merge section of outbound Lagoon Avenue with Basin Avenue.

Greeley/I-5 Ramps: The principal difference between designs at this location is that Alternative 2 brough the northbound off-ramp from I-5 into the east leg of the intersection of Greeley and Interstate avenues while Alternative 3 will completely remove northbound I-5 traffic destined for Greeley Avenue from the intersection. The impact of the additional intersection traffic under Alternative 2 would have been reflected by: (1) increased delays to Interstate Avenue traffic, since additional green time at this intersection must be allocated to the east approach; (2) increased traffic accident potential; (3) a slight increase in Interstate Avenue traffic north of Greeley; and (4) increased delay to northbound Greeley traffic from I-5, which would have to negotiate an extra traffic signal.

2.1.5 Mitigating Measures

The analysis of potential traffic impacts of the Build alternative identified several locations on the arterial and freeway system where there would be high levels of traffic congestion in peak hours. Potential measures to relieve these adverse impacts range from major construction improvements to operational management strategy and adjustments (e.g., signal timing, lane striping, ramp controls, etc.) to policy actions (e.g., staggering work hours, carpooling, etc.). Normally, a combination of these measures is used to minimize the impacts associated with traffic congestion. The following describes some of these types of improvements (these are not part of the project alternatives) and divides them into two categories--physical measures and policy actions.

Physical Measures

Interstate 5: Based on the analysis of traffic operations described earlier, I-5 operates at or above capacity along much of its length. It is desirable to make improvements to those sections of I-5 to relieve the a.m. and p.m. peak-hour congestion. Traffic Management Strategies are identified in the Transportation System Management (TSM) study. This study recommends implementation of ramp control for "on" ramps to the freeway in many areas and additional lanes for added capacity in specific areas.

Greeley Avenue/North Going Street: There are several improvements that could be made in order to serve the forecasted volume and reduce congestion of the Greeley/North Going intersection. On the eastbound to southbound ramp, it would be most desirable to widen the ramp to 2 lanes.

Due to geometric restrictions of widening the ramp, it is not feasible. Sufficient capacity will be achieved by treating the southbound "on" ramp as an add-lane onto Greeley. This will be accomplished by tapering the two southbound lanes on Greeley to one lane just north of the "on" ramp.

Measures will be taken to improve the movement of northbound to westbound traffic that uses the 2-lane roadway that parallels North Going Street. The northbound lanes on Greeley will be shifted west resulting in a larger turning radii, thus allowing a larger mouth to the lane making it easier for the vehicles to turn into the street. A traffic signal will be installed to help control conflicts between the northbound traffic and opposing left turning vehicles. Greeley Avenue will free flow through the signal southbound. These improvements would not significantly improve the level of service during the a.m. peak, but safety would improve.

Interstate Avenue/Greeley Avenue: The traffic control equipment at Interstate Avenue and Greeley Avenue will be upgraded to traffic-actuated equipment so that it could be more responsive to fluctuations in traffic volume. The current fixed time traffic controller cannot adapt to the peak surges of traffic flows associated with Swan Island, the railroad, and other industrial traffic generators that are in the area.

Mitigation of Construction Impacts: The impacts of diverting traffic via detours will be substantially mitigated by keeping streets open (avoiding construction) during peak hours (7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m.). The contract specifications will further mitigate impacts by requiring scheduling of the work to reduce the time required for overhead work and in-street reconstruction to a minimum.

Detour staging plans will mitigate impacts along I-5 by shifting the lanes east and by reducing the shoulder and lateral clearance widths. This would allow for the same number of lanes as exist today, sacrificing only the lateral clearance.

Pedestrian Ways: Plans for the Basin/North Going interchange include provisions for sidewalks in selected areas and construction of a pedestrian overcrossing at the Basin/North Going intersection. The sidewalks will primarily serve transit service points. The Mocks Bottom development plan presently provides for sidewalks along selected roadways.

Bikeways: Plans for the Basin/North Going interchange include provisions for 16-foot outside travel lanes in the project area to accommodate bicyclists. However, bicyclists will likely find the Swan Island roadways at least uncomfortable, and possibly dangerous, due to the steep access grade on North Going Street, and the high traffic volumes. A combination sidewalk/bikeway will be provided along the north side of Going Street onto the island, which may not be totally acceptable to the commuter cyclist. There appears to be no simple solution to these difficulties. The addition of bike lanes to the roadway configurations could be hazardous due to the high percentage of large trucks and the large number of driveways associated with Swan Island development. Thus, measures to improve bike access to Swan Island would require bike paths separated from the traffic flow. Such construction would not be cost effective in view of the fact that the steep grades on North Going Street will seriously impair the desirability of the bike access mode for Swan Island work trips.

A link of the Willamette Greenway pedestrian/bikeway will be developed through the intersection of Interstate Avenue and North Greeley. The facility will be separated along Greeley through the project area and cross Interstate Avenue at the signalized intersection to the east side of Interstate Avenue.

Policy Measures

One policy measure being instituted by some businesses on the island would entail staggering work hours to relieve peak travel demand. The levels of service on most of the roadways near the Island would increase under a policy of staggered work hours. The impact of such a policy on the operation of I-5 would be significantly less since Swan Island traffic constitutes only a small portion of traffic along I-5.

Other measures that will help to reduce automobile traffic are the parking strategies coupled with increased use of higher density travel modes such as carpooling, vanpooling and public transit by Swan Island employees. To reduce the effects of increased traffic, Tri-Met and the City of Portland have developed improved transit service. They have phased in additional bus service during the peak traffic hours (currently increased from 2 to 12 buses per day). Plans to subsidize the bus service and increase marketing has also been initiated by these agencies.

A final policy option entails limiting employment on Swan Island. The City of Portland and the Port of Portland are conducting a land use and circulation study to determine which types of development would be suitable for Swan Island to minimize vehicle trip generation.

2.2 UTILITY SERVICES

Structures Present

The study area, with the exception of Mocks Bottom, is served by all necessary utilities, including gas, electricity, sewer, water, and telephone systems. Major utility companies serving the project area include Portland General Electric and Pacific Power and Light (electricity), Northwest Natural Gas Company (gas), and Pacific Northwest Bell (telephone). The City of Portland provides local sewer and water service. This section presents a tabular summary of the anticipated relocation impacts associated with development of the Basin/North Going and Greeley/I-5 projects.

Impacts

TABLE 2-4

SUMMARY OF ESTIMATED UTILITY COSTS

Utility	Basin/North Going Interchange Alternative 1	Alternative 3C
Water	$ 90,300	$ 8,000
Electric	54,800	3,300
Gas	25,000	25,000
Telephone	25,000	15,000
Sewer	550,000	0
Total	$745,100	$51,300

Utility	Greeley/I-5 Ramps Alternative 2	Alternative 3
Water	$ 66,800	$ 95,400
Electric	50 - 60,000	50 - 60,000
Gas	40,000	40,000
Telephone	115,600	118,800
Sewers	440,000	810,000
Total	$712,400 - 722,400	$1,114,200 - 1,124,200

Mitigating Measures

The major mitigating measures which can be utilized to minimize the impact of the proposed projects on nearby utilities include (1) reducing the width of the associated transportation corridor, or (2) modifications to its route. In both cases these measures must be balanced against the capacity demand and safety requirements of the proposed Swan Island access projects.

The major utilities organizations did not recommend a change in corridor width as a possible mitigation to project impacts on utilities systems since no major reductions in cost would result from such modifications. However, Pacific Power and Light did recommend that the Greeley/I-5 off-ramp be relocated 20 feet in either direction to spare a 160-foot transmission pole erected in 1971. The current ramp design will not impact the transmission poles.

2.3 LAND USE ANALYSIS

This section presents a summary of present study area land use and evaluates the impacts that may be expected from implementation of various project alternatives. Possible mitigating measures to reduce impacts are also discussed.

2.3.1 Existing Conditions

Land Use Setting

The primary study area is located immediately north of the Portland Central Business District, between the Willamette River and Interstate 5 (I-5), the major north-south highway linking California, Oregon, and Washington. For the purpose of this land use analysis, the primary study area is bounded by I-5 on the east, the Steel Bridge on the south, and the Willamette River on the west. The northern boundary is formed by the base of Mocks Crest from the Willamette River to North Killingsworth Street and eastbound to the intersection of Killingsworth and I-5. The area contains Swan Island and portions of the Albina Industrial District of Portland (Figure 2-10).

The primary study area is logistically suitable for manufacturing and truck-oriented businesses due to its central location in respect to the SMSA and its proximity to the interstate highway system. In addition, the area is served by three major railroads and ocean-going cargo vessels, which utilize the Willamette River docking facilities near Swan Island.

Study Area Land Uses

Industrial land uses are predominant between the base of Mocks Crest and the Willamette River. Interstate 5 forms the primary eastern boundary of the industrial area south of the Fremont Bridge. Some industrial uses are found east of I-5 where industry has expanded into residential areas (Figure 2-10).

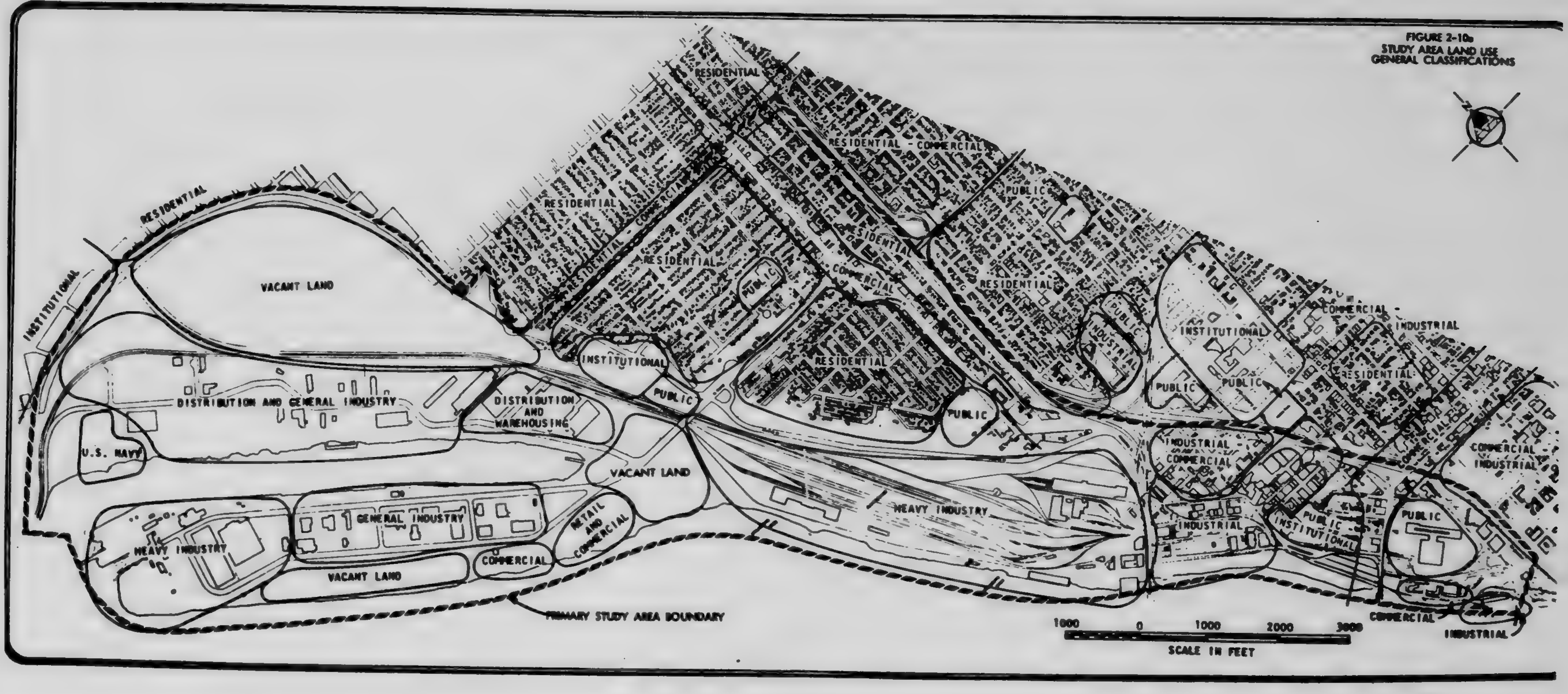


FIGURE 2-10a
STUDY AREA LAND USE
GENERAL CLASSIFICATIONS

RESIDENTIAL
RESIDENTIAL - COMMERCIAL
RESIDENTIAL
COMMERCIAL
RESIDENTIAL
PUBLIC
RESIDENTIAL
COMMERCIAL
RESIDENTIAL
PUBLIC
INDUSTRIAL
PUBLIC
INSTITUTIONAL
PUBLIC
PUBLIC
COMMERCIAL
INDUSTRIAL
RESIDENTIAL
COMMERCIAL
INDUSTRIAL
INSTITUTIONAL
VACANT LAND
INSTITUTIONAL
PUBLIC
RESIDENTIAL
PUBLIC
DISTRIBUTION AND GENERAL INDUSTRY
DISTRIBUTION AND WAREHOUSING
U.S. NAVY
VACANT LAND
INDUSTRIAL
COMMERCIAL
HEAVY INDUSTRY
INDUSTRIAL
PUBLIC
INSTITUTIONAL
PUBLIC
HEAVY INDUSTRY
GENERAL INDUSTRY
RETAIL AND COMMERCIAL
COMMERCIAL
VACANT LAND
PRIMARY STUDY AREA BOUNDARY
1000 0 1000 2000 3000
SCALE IN FEET
COMMERCIAL
INDUSTRIAL
N

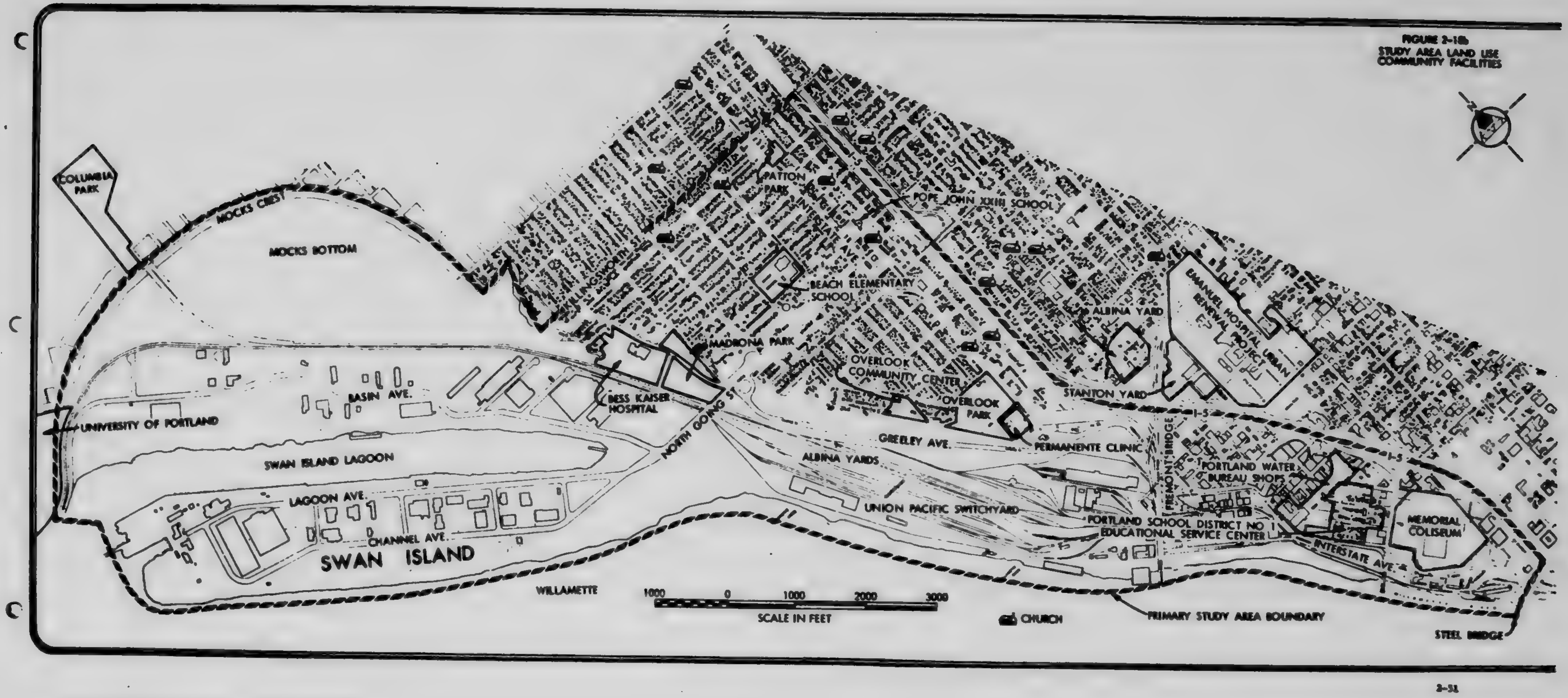


FIGURE 2-18b
STUDY AREA LAND USE
COMMUNITY FACILITIES

N
COLUMBIA PARK
MOCKS CREST
MOCKS BOTTOM
UNIVERSITY OF PORTLAND
BASIN AVE.
SWAN ISLAND LAGOON
LAGOON AVE.
CHANNEL AVE.
SWAN ISLAND
WILLAMETTE
KILLINGSWORTH ST.
PATTON PARK
INTERSTATE AVE.
POPE JOHN XXIII SCHOOL
I-5
BEACH ELEMENTARY SCHOOL
MADRONA PARK
BESS KAISER HOSPITAL
NORTH GOING ST.
OVERLOOK COMMUNITY CENTER
OVERLOOK PARK
GREELEY AVE.
ALBINA YARDS
UNION PACIFIC SWITCHYARD
ALBINA YARD
STANTON YARD
PERMANENTE CLINIC
EMANUEL HOSPITAL URBAN RENEWAL PROJECT
FREMONT BRIDGE
PORTLAND WATER BUREAU SHOPS
PORTLAND SCHOOL DISTRICT NO 1 EDUCATIONAL SERVICE CENTER
INTERSTATE AVE.
MEMORIAL COLISEUM
STEEL BRIDGE
PRIMARY STUDY AREA BOUNDARY
CHURCH
1000
0
1000
2000
3000
SCALE IN FEET

Swan Island development includes four major areas: the ship repair yard, Port Center, Swan Island Industrial Park, and Mocks Bottom (Figure 1-3). The 64-acre ship repair yard, on the north end of Swan Island, is owned and operated by the Port of Portland. It is the only publicly owned facility of its kind on the west coast. Major activities at the yard include ship repair, outfitting, and barge building. The present facilities include three dry docks; construction is underway on a new dry dock to handle ships up to 200,000 deadweight tons. The dry dock expansion project is scheduled for completion in January 1979.

The Port Center, located on the south end of Swan Island, presently contains the Ports O'Call Village and the Freightliner Corporation. The Ports O'Call Village, opened in 1973, featured a collection of specialty retail shops and restaurants. However, the anticipated business volume did not materialize and at present the village is being leased by Willamette Western Corporation primarily for office space. Three restaurants are also operating under a sublease with Willamette Western. The corporate headquarters of Freightliner Corporation, a truck manufacturer, is located on 6 acres of land northwest of Ports O'Call Village.

The Port of Portland owns approximately 40 acres of vacant land in the Port Center area. No final determination has been made as to the land uses to be accommodated in this area. However, the Port has determined that use should be supportive of and compatible with the existing uses in the Port Center.

The Swan Island Industrial Park has developed around the Swan Island Lagoon, with firms located on the island and on the east bank of the river. Major activities in the park include Freightliner Corporation's assembly plants, the Naval Reserve, and distribution centers for Sears, Roebuck & Company and Fred Meyer. Most of the smaller firms located in the park are warehousing- and trucking-oriented. Further development of the park is dependent upon filling the 32 acres at the south end of the Swan Island Lagoon. This area is currently being used as a disposal site for maintenance dredging spoils, and it is anticipated that it will take 5 to 10 years, at current fill rates, before the land is suitable for development.

Mocks Bottom encompasses approximately 150 acres between the base of Mocks Crest and the main Union Pacific rail line. The area is presently undeveloped; however, the Port has immediate plans to develop approximately 38 acres in the southwestern corner.* Further development will be dependent upon improved motor vehicle access to the area, including the proposed project which would increase access capacity to Swan Island, and a proposed railroad overcrossing which would allow access specifically to the undeveloped area.

Albina Yard, a Union Pacific Railroad complex, constitutes the predominant land use west of Greeley Avenue and south of North Going Street to the Fremont Bridge. North of the switching yard, spur lines extend from the truckline to provide rail service to the various Swan Island industries on both sides of the lagoon. The northbound truck then branches into two lines at Swan Island Industrial Park. One branch continues along the river bank to the St. Johns Terminal and the Rivergate industrial area to the northwest. The second extends northward across Mocks Bottom and enters a tunnel at the base of Mocks Crest before emerging 1 mile to the north near University Park. Southbound, the Union Pacific railroad lines parallel the Willamette River before either crossing the Steel Bridge to serve the west side of the river, or east through Sullivan's Gulch to Idaho, eastern Oregon, and Washington.

Shipping constitutes an important element in the industrial activity of the study area. Although no cargo-handling facilities exist in the Swan Island complex, a number of berthing facilities upstream accommodate ocean-going vessels and river barges. Grains and mineral aggregates are the primary products handled at those docks within the study area.

Land uses in the area south of the Fremont Bridge are a mixture of manufacturing, commercial, and community facilities. Small manufacturing firms make up the primary land use adjacent to the Fremont Bridge. Portland's Bureau of Maintenance has its main facilities at Stanton Yard, located in the southeast corner of the Fremont Bridge/I-5 interchange, and at the Albina Yards, located to the northwest of this interchange. These facilities contain the bureau's central offices and maintenance shops and are used for staging of equipment and material storage. The Bureau is presently undertaking a major expansion under the Fremont interchange to consolidate its facilities. The Portland Water Bureau has a major facility located between Interstate Avenue and I-5 on Tillamook Street. This facility also serves primarily as a storage, repair, and staging center.

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*Swan Island Policy and Development Plan; Port of Portland; Portland, Oregon; June, 1977.

Immediately south of the Water Bureau shops, the Portland School District is developing an Educational Service Center which will consolidate the major district services such as maintenance, warehousing, and administration. The center, which will also include a central kitchen and audio-visual development facility, is scheduled for completion in early 1979.

The southern end of the primary study area centers around the Memorial Coliseum, which serves as a major sports/convention center for the Portland metropolitan area. A number of hotel and motel facilities have been constructed near the Coliseum, and Lloyd Center, a major regional shopping center and office complex, is located 10 blocks to the east of the Coliseum, just outside the primary study area.

Residential land uses (primarily single-family) are found to the north and east of Mocks Crest. This topographical feature provides an effective buffer between residential and industrial uses southward to the vicinity of the Fremont Bridge. North of the bridge, I-5 forms an effective boundary between residential uses to the west and industrial development to the east. As mentioned before, industrial uses have intruded upon residential areas south of the Fremont Bridge.

According to estimates by the Columbia Region Association of Governments (1977) multi-family structures constituted approximately 23 percent of 1975 housing inventory. While single-family dwellings predominate in the northern sections of the study area, the incidence of multi-family structures increases in a southerly direction until, south of Fremont Street, such structures account for 80 to 90 percent of the housing.

Major community facilities in the study area include Bess Kaiser Hospital, located on Greeley Avenue north of the Greeley/North Going intersection; Beach School (a public elementary education facility); Pope John XIII School; and the Memorial Coliseum.

Municipal parks in the study area include: (1) Patton Park, located 1 block south of North Killingsworth Street and 2 blocks west of I-5; (2) Madrona Park, located on either side of Greeley Avenue immediately north of its intersection with North Going Street; and (3) Overlook Park, located northwest of the Fremont Street/I-5 interchange overlooking the Albina Yard. Several smaller parks are located throughout the area.

Community facilities adjacent to the study area include the University of Portland; Catholic University, located at the north end of Mocks Crest overlooking Swan Island; and Emanuel Hospital, located 3 blocks east of the proposed Greeley Avenue/I-5 interchange.

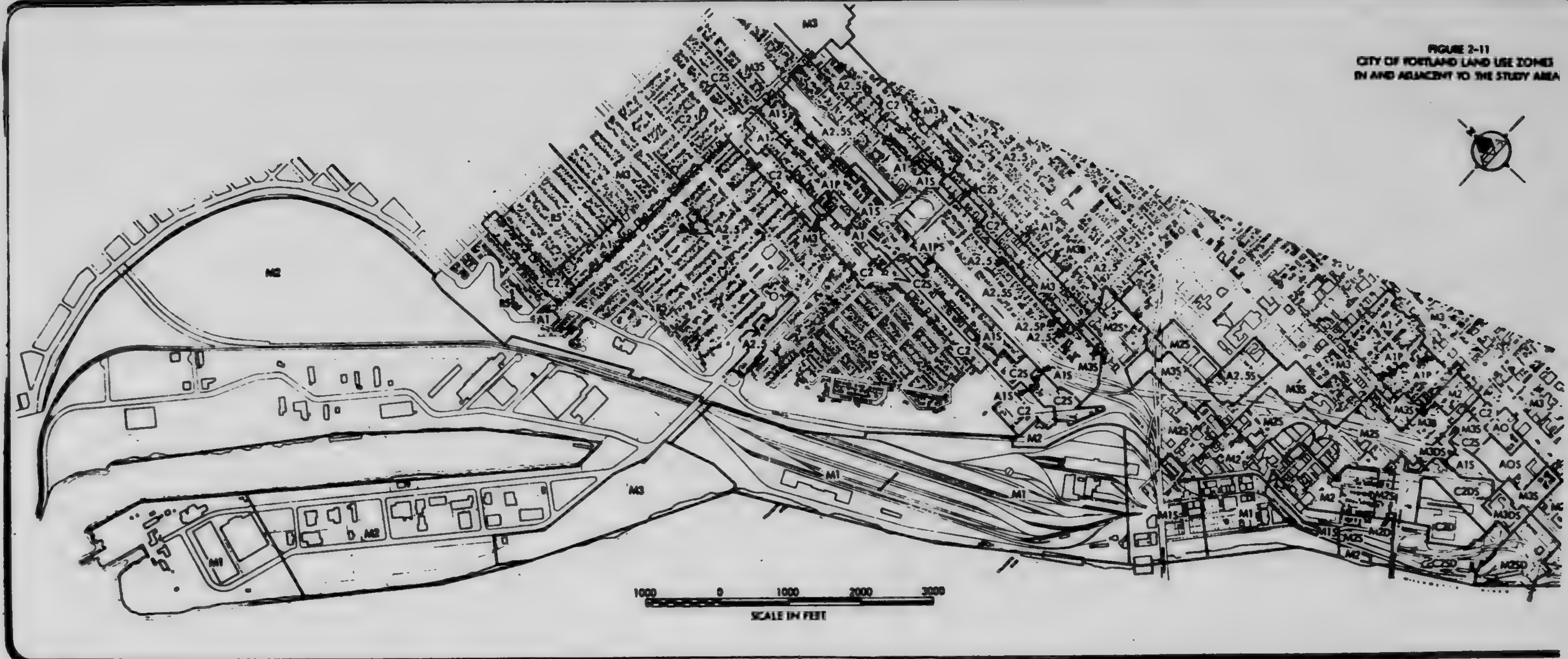
Columbia Park, a major municipal recreational facility, is located adjacent to the study area on the north end of Mocks Crest.

Present Zoning

As previously discussed, Mocks Crest forms a distinct barrier between the industrial/commercial uses on Swan Island and the predominantly residential uses north and east of the bluff. Some commercial uses also occur to the north and east of Mocks Crest. Commercial and manufacturing uses dominate the southern portion of the study area.

Land uses along North Going Street between Greeley and Interstate avenues vary from apartment complexes at the western end near Greeley Avenue to single-family residences on the eastern end. A mixture of land uses occur along North Going between Interstate Avenue and Interstate 5, including several service stations, a bank, a fire station, a convent, and several apartment complexes.

Two major zoning patterns are readily distinguishable within the study area. These patterns include (1) the zoning along the I-5 corridor north of the Fremont Bridge and (2) the concentration of commercially zoned land centered around the Memorial Coliseum in the south of the study area. The zoning patterns occurring within the study area are depicted in Figure 2-11. Descriptions of the existing zones are summarized in Table 2-5.



M3
M2
M1
C2S
M3S
A2.5S
A2.5P
C2
A1S
A1P
R5
M2S
M3DS
C2DS
AOS
AO
C2D
M2D
M1S
C2SD
M2SD
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SCALE IN FEET

FIGURE 2-11
CITY OF PORTLAND LAND USE ZONES
IN AND ADJACENT TO THE STUDY AREA

TABLE 2-5

BASIC LAND USE ZONES OCCURRING THROUGHOUT THE STUDY AREA[a]

Designation	Description[b]
R5	One-Family (Residential) Zone
AO, A1, A2.5	Apartment (Residential) Zone
M3	Light Industrial Zone
M2	General Industrial Zone (includes heavy industry)
"B"	Buffer Zone Between Uses
"D"	Design Zone (for buildings and areas of architectural, historical, scenic, or tourism value)
"P"	Parking Zone
"S"	Signboard Control Zone

(a) Data from City of Portland (1976a).
(b) A complete description of land use zoning designations is contained in Volume II, Chapter 3 of this EIS.

2.3.2 Impacts on Land Use

Impacts from the proposed project may be categorized as either direct or indirect. Direct impacts are those which stem immediately from the proposed projects and have a clear-cut relationship to the project. The most obvious direct impact from transportation improvements is the acquisition of structures and land, and displacement of persons and land uses from their existing place within the proposed rights-of-way. Indirect impacts are those which may be induced by the project and for which an immediate relationship does not exist. Indirect impacts are particularly dependent upon the location and the unique characteristics of the proposed project.

The following two sections depict the direct and indirect impacts that may follow from the alternatives. The direct impacts are initially addressed, followed by the indirect impacts. Those impacts attributable to each specific alternative are discussed, as well as the general impacts anticipated for both the Build and No-Build alternatives. A summary of all impacts are presented in Table 2-6.

Direct Impacts

Build Alternative

Basin/North Going Interchange: Alternative 1: The most significant direct land use impact associated with Alternative 1 of the Basin/North Going interchange would have resulted from the extension of Anchor Street from Lagoon Avenue to Basin Avenue and realignment of a section of Lagoon Avenue. This required placement of road fills across the southeast end of Swan Island Lagoon, which is currently a dredge spoils disposal site. Therefore, a portion of the lagoon will be converted from a dredge spoils disposal site to transportation corridor constructed on berms. In addition, some undeveloped land on both sides of the lagoon will be utilized for the connection of the newly constructed corridor with Lagoon and Basin Avenues. Another anticipated change in land use associated with this alternative involved elimination of a section of Lagoon Avenue, thereby changing the use from a transportation corridor to undeveloped land.

The dredge spoils site is under State of Oregon jurisdiction. Therefore, use of the site as a transportation corridor will require a permit from the State Division of Lands. The undeveloped land on either side of the lagoon is owned by the Port of Portland and must be acquired for the Anchor Street and Lagoon Avenue rights-of-way. The acquisition of other parcels of land will be required at various locations, however, these acquisitions will not result in major changes to present land uses.

The access and circulation patterns established under both of the Basin/ North Going interchanges alternatives may have a significant

TABLE 2-6

Sheet 1 of 2

SUMMARY OF DIRECT AND INDIRECT LAND USE IMPACTS

Characteristic	Basin/North Going Interchange: Alternative 1	Alternative 3C
Change in Land Use	Extension of Anchor St. and realignment of Lagoon will result in change of portion of Swan Island Lagoon from spoils disposal site to transportation corridor	Extension of Anchor St. will result in same land use changes as Alternative 1
Impact on Port Center	Minor inconvenience for access	Slightly greater inconvenience for access than Alternative 1

Characteristic	Greeley Avenue/I-5 Ramps: Alternative 2	Alternative 3
Properties Displaced	3 residential	4 residential; 1 commercial
Properties Affected	9 lots on east, 10-foot strip on west	18-20 lots on east, 40- to 50-foot strip on west
Potential for Development	May foster development on Interstate Avenue; no significant development anticipated on Greeley	Will not affect Interstate; no significant development anticipated on Greeley

TABLE 2-6

Sheet 2 of 2

Characteristics	Build	No-Build
Acres of Land Conversion	242	136
Net Acres of Building Sites	200	100
Potential for Induced Development	Minor development on Interstate Avenue	Minor development on Interstate Avenue
Existing Plans and Policies	In conformance with all plans	Does not conform to development plans
Induced Housing and Population Growth in Study Area	Minor impact	Very minor impact
Desirability as a Residential Area	Decrease on North Going Street and Greeley Avenue	Decrease on North Going Street With nighttime truck route: Increased on North Going; decreased on Greeley and Interstate during nighttime Without nighttime truck route: Decreased on North Going during nighttime

impact upon surrounding land uses. The development of the Port Center as a commercial area depends greatly on the improvements made at this intersection.

Motor vehicle access to the Port Center under Alternative 1 would be relatively direct. However, traffic departing the Center would travel a circuitous route involving several Swan Island streets. During off-peak hours, motorists would not experience any delays along this circuitous route and it is not anticipated that the route would discourage return shopping visits.

Basin/North Going Interchange: Alternative 3C: Alternative 3C (Selected) requires that Anchor Street be extended across the Swan Island Lagoon similar to Alternative 1. Realignment of Lagoon Avenue will not occur under Alternative 3C. Consequently, the major land use impact involves only the anticipated change from a dredge spoils site to a transportation corridor. This alternative will require the use of some existing undeveloped Port land (located on either side of the lagoon between Basin Avenue on the north and Lagoon Avenue on the south) to connect newly extended Anchor Street to those existing avenues.

Traffic destined for the Port Center under Alternative 3C will be routed along several Swan Island streets. Traffic will depart the Center via Channel Avenue. Entrance to the Port Center under Alternative 3C is more inconvenient than under Alternative 1. Overall, however, the two alternatives are comparable in terms of the time and distance required to visit the Port Center, and the traffic movements involved are similar to one-way grid systems that exist elsewhere in the metropolitan area.

Greeley/I-5 Ramps: Alternative 2: The most significant direct land use impact resulting from Alternative 2 of the Greeley/I-5 project would occur as a result of the right-of-way acquisition. This alternative requires the acquisition of a 20-foot wide strip from the front of the 9 southernmost properties located on the east side of Greeley Avenue, north of its intersection with Interstate Avenue. This alternative also requires the acquisition and displacement of three single-family residences. Although Alternative 2 would not require acquisition of the entire area of these nine lots, those portions remaining consist of a generally unusable steep slope extending uphill to Interstate Avenue. Therefore, the anticipated land use change for affected properties is from mixed residential and vacant to vacant, except for the 20 feet actually involved by the proposed right-of-way. Alternative 2 would also require the acquisition of a 10-foot strip of property along the west side of Greeley Avenue adjacent to the Union Pacific Railroad's Albina Yard complex.

Alternative 2 would place northbound traffic exiting from I-5 on an at-grade intersection with Greeley Avenue and Interstate Avenue. It is assumed that trucks and commuters destined for Swan Island would utilize the direct route via Greeley Avenue, whereas residential and local commercial traffic would use Interstate Avenue. According to the traffic analysis prepared for this study, the daily traffic volumes north on Interstate are expected to increase 7 percent. Increased traffic volumes generally result in higher sales for auto-oriented businesses, but since the anticipated traffic increase is small, the resulting sales increases for existing commercial uses are also anticipated to be small. Development of Alternative 2 could ultimately result in future commercial development within the area by making the areas more accessible to the interstate highway system.

Greeley/I-5 Ramps: Alternative 3 (selected): The major direct land use impact from development of Alternative 3 will occur as a result of the acquisition of the 10 southernmost lots in the triangle formed by Greeley Avenue and Interstate Avenue and varying portions of the frontage of 8 to 10 other lots farther north on the east side of Greeley Avenue. This project will displace 4 residential structures and 1 business. The anticipated land use change under this alternative will be from mixed residential/commercial with vacant lots to an unused area. The project will also require a 40- to 50-foot strip of land on the west side of Greeley Avenue that is presently used as a parking area for trailers used on railroad flatcars.

The project will place all off-ramp traffic exiting from I-5 directly onto Greeley Avenue; however, the lack of available land suitable for development along Greeley Avenue will preclude any significant future development.

The Greeley/I-5 ramps will affect Portland's Bureau of Maintenance facilities at Stanton Yard, located in the southeast quadrant of the I-5/ Fremont Bridge interchange, and Albina Yard, located in the northeast quadrant. The project will constrain access between the two yards by blocking Stanton Street, which serves as the principal avenue between the two yards. This impact should be minor considering the Bureau's present expansion under the Fremont interchange and that it has received approval to vacate several streets, including Stanton Street.

Access to Emanuel Hospital from the Greeley/Interstate Avenue intersection via Morris and Stanton streets would be permanently closed under both Build alternatives. Utilization of Russell Street, located three blocks south of the intersection, has been proposed as an alternate access route to the hospital. This proposal would require a left-turn refuge and signalization at the Russell Street/ Interstate Avenue intersection and offers direct access to the hospital.

No-Build Alternative: No direct land use impacts would occur under the No-Build alternative.

Indirect Impacts

Major indirect impacts cannot be assigned to any specific design alternatives, but rather to the Build and No-Build alternatives. This section discusses both alternatives as they relate to existing land use plans and their possible indirect impacts.

Build Alternative: The most significant indirect land use impact arising from the Build alternative is the resulting conversion of Mocks

Bottom from undeveloped land to industrial and commercial uses. The Build alternative will allow the full development of Mocks Bottom, resulting in an additional 100 acres of developed land over that which could be accommodated under the No-Build alternative. Industrial development of Mocks Bottom is consistent with the zoning and land use planning for the area.

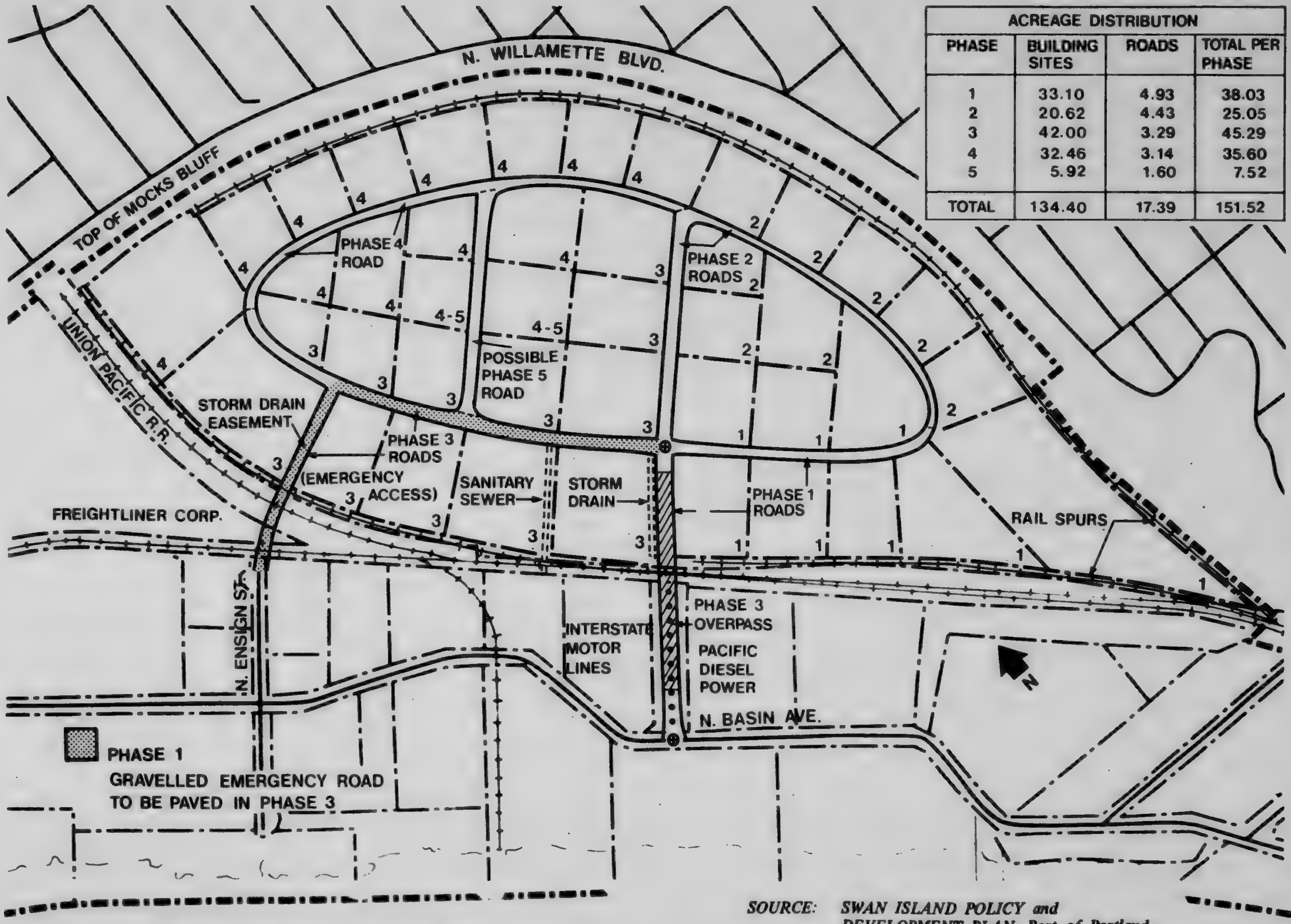
The type of industry to be located here will be similar to those now at Swan Island. The Port of Portland has adopted a four phase (with an optional fifth phase) development plan for Mocks Bottom. The phases are based on soil conditions, with Phase 1 occurring on the most stable soil, and Phases 4 and 5 on soil requiring the most preparation prior to construction. Figure 2-11a shows the proposed development plan and phasing.

The Port of Portland has projected a development schedule based on a ten-month land preparation schedule for each phase. The schedule assumes a land absorption rate of 20 acres per year. This rate and land preparation schedule will result in full Mocks Bottom development within eight years after the start of the land preparation program.

Utilities are available via easements from the main utility lines on the developed portion of Swan Island. These lines have sufficient capacity to service Mocks Bottom tenants.

As noted earlier (page 2-3), development of Mocks Bottom will require development of access. The Port is proposing a rail line overcrossing to access the area. A second, at grade emergency crossing is also proposed. These actions are separate from the Swan Island transportation access improvements being advanced in this document. Funding is being sought from the Economic Development Administration (EDA).

While construction of the Build alternative will foster development of Swan Island, other development potential also exists. Employment on a fully developed Swan Island would increase from the existing 7,000 to over 13,000 (Swan Island Transportation Study 1975). The demand for housing in the area may be expected to increase accordingly. However, the ability of the study area to accommodate this increased demand is limited. The north and northeast Portland residential areas may be



N. WILLAMETTE BLVD.
TOP OF MOCKS BLUFF
UNION PACIFIC R.R.
PHASE 4 ROAD
4-5
POSSIBLE PHASE 5 ROAD
PHASE 2 ROADS
STORM DRAIN EASEMENT
PHASE 3 ROADS
(EMERGENCY ACCESS)
SANITARY SEWER
STORM DRAIN
PHASE 1 ROADS
RAIL SPURS
FREIGHTLINER CORP.
N. ENSIGN ST.
INTERSTATE MOTOR LINES
PHASE 3 OVERPASS
PACIFIC DIESEL POWER
N. BASIN AVE.
N
1
2
3
4
PHASE 1
GRAVELLED EMERGENCY ROAD TO BE PAVED IN PHASE 3

ACREAGE DISTRIBUTION			
PHASE	BUILDING SITES	ROADS	TOTAL PER PHASE
1	33.10	4.93	38.03
2	20.62	4.43	25.05
3	42.00	3.29	45.29
4	32.46	3.14	35.60
5	5.92	1.60	7.52
TOTAL	134.40	17.39	151.52

FIGURE 2-11a MOCKS BOTTOM DEVELOPMENT PLAN

SOURCE: *SWAN ISLAND POLICY and DEVELOPMENT PLAN, Port of Portland, Portland, Oregon, June 1977.*

characterized as being "built-out," with few areas of vacant land available for single-family residential construction. Any major construction of single-family dwellings will occur, therefore, in the outlying areas of the city where suitable tracts of vacant land exist. However, the demand for residences in proximity to Swan Island may result in increased construction of multi-family structures within the study area. This construction is not expected to result in a large number of additional dwellings or a significant increase in study area population. It may tend to offset the loss of population that has been occurring in the study area during the last two decades.

No other major land use changes are anticipated as a result of any set of the Build alternatives. Some additional development may occur on Interstate Avenue but this would be relatively insignificant when compared with the extent to commercial development that currently exists in the area. The desirability of North Going Street as a residential area will decline, but the existing demand for low-income housing will likely result in the retention of existing land use patterns along North Going.

No-Build Alternative: The No-Build alternative compromises the developmental policies of the City and Port of Portland which include provisions for full development of Swan Island. The No-Build alternative would limit the Port of Portland to its immediate development plans, which would result in approximately 100 acres of additional building sites.

Approximately 38 acres of this total will be developed in Mocks Bottom with the remainder of the development to occur on the existing undeveloped lands in the Swan Island Industrial Park.

Under the No-Build alternative, employment on Swan Island is projected to increase from 7,000 to 9,000 persons. This increase is expected to have an impact upon demand for housing in the study area but the resulting demand will be even less significant than anticipated for the Build alternatives.

Implementation of the nighttime truck route under the No-Build alternative would divert south-oriented I-5 truck traffic from North Going to Greeley and Interstate avenues. The Broadway/Weidler interchange, near the Memorial Coliseum, would serve as the major connection between the truck route and I-5. The transfer of nighttime truck traffic from North Going Street to the truck route would reduce the adverse proximity effects along North Going Street during nighttime hours. Simultaneously, the increased nighttime traffic volume would decrease the desirability of residential uses nearby and adversely affect the two motels which are adjacent to the truck route.

The anticipated growth in nighttime truck volume will be concentrated on North Going Street. If the nighttime truck route is not implemented, the increase in traffic with associated adverse noise and air quality impacts will lower the desirabilty of North Going Street as a residential area. Regardless of whether the nighttime truck route is or is not implemented, no changes are expected to occur in residential land uses along the affected arterials due to the anticipated continuing demand for low-cost housing in the area.

2.3.3 Mitigating Measures.

The Build alternative for the Greeley/I-5 project will require the closure of the present access to Mississippi Avenue from the Greeley/Interstate Avenue intersection via Morris Street. In order to provide adequate access to those firms and residences located east of Interstate Avenue, as well as Stanton Yard, a signalized left-turn refuge will be investigated for the intersection of Interstate at Russell.

Traffic volumes on local streets are projected to increase under either the Build or No-Build alternatives. To reduce the effects of this projected increase, the Port of Portland is encouraging those businesses which have minimal vehicular transportation requirements and lower work force levels to locate on Swan Island.

2.4 SOCIOECONOMICS

This section presents a summary of the economic, demographic, and social characteristics and impacts associated with the various project alternatives. The baseline data necessary to profile the existing socioeconomic conditions are presented first, followed by an assessment of the effects of each alternative on those conditions. Finally, this section will discuss the various measures available to mitigate possible adverse impacts.

2.4.1 Economic Setting

The economic characteristics of the study area are directly influenced by the regional economy. The Portland metropolitan area serves as the major financial, trade, and service center for most of Oregon and southwest Washington. This section briefly describes the employment and income traits of the Portland metropolitan subregional area, Swan Island, and the primary study area.

Employment

The 1976 labor force by place-of-residence numbered 515,600 for the 4-county Portland Standard Metropolitan Statistical Area (SMSA), which includes Multnomah, Clackamas, and Washington counties in Oregon, and Clark County, Washington. Of this total, 203,060 resided in the City of Portland. Employment figures for the SMSA and the City of Portland were 471,000 and 184,200 respectively. The corresponding annual unemployment rates for 1976 were 8.7 percent in the SMSA and 9.3 percent in the city. By comparison, the annual unemployment rate for the U.S. was 7.7 percent. (City of Portland, Bureau of Planning, Program and Policy Analyses Section, 1977).

Unemployment rates in the Portland SMSA average two percentage points higher than the national figures. This high rate of unemployment prevails even though local employment continues to expand. This indicates that the local labor force is growing more rapidly than the number of jobs created by local business and government. Growth in the labor force is primarily attributable to net population immigration and an increase in the participation rate of women and teenagers.

The Columbia Region Association of Governments (CRAG) has recently completed a report on employment by place of work in the Portland SMSA by census tract. As of this writing, the report is still in draft form, and some errors do exist. It is utilized here because other available employment data are at least seven years old. Figure 2-12 shows the boundaries of the census tracts which are included in the study area. Table 2-7 lists the total employment by place of work for each census tract shown in Figure 2-12.

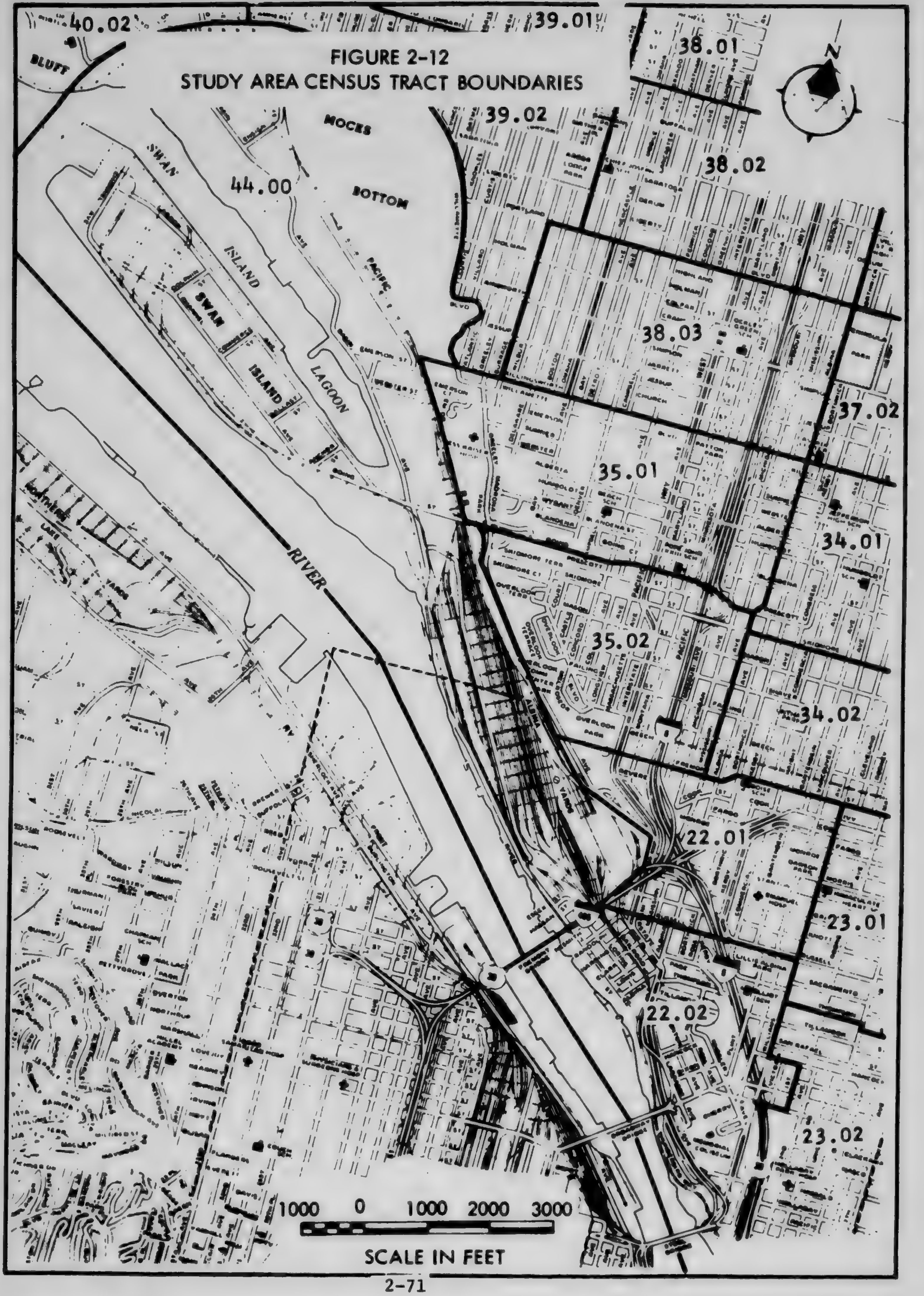
TABLE 2-7

EMPLOYMENT BY CENSUS TRACT [(a)]
1975-1976

Census Tract	Manufacturing	Nonmanufacturing	Total Employment
22.01	233	1,997	2,230
22.02	1,319	1,802	3,121
23.01	154	256	410
23.02	1,396	5,024	6,420
34.01	85	775	860
34.02	93	371	464
35.01	88	810	898
35.02	128	205	333
37.02	7	372	379
38.01	1,177	417	1,594
38.02	2	626	628
38.03	27	215	242
39.01	131	269	400
39.02	70	1,033	1,103
40.02	581	944	1,525
44.00	4,029	3,341	7,370

(a) Data from Columbia Region Association of Governments (1977a).

FIGURE 2-12
STUDY AREA CENSUS TRACT BOUNDARIES


40.02
39.01
38.01
39.02
38.02
44.00
38.03
37.02
35.01
34.01
35.02
34.02
22.01
23.01
22.02
23.02
BLUFF
MOCKS
BOTTOM
SWAN
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As shown in Table 2-7, most of the manufacturing employment occurs in census tract 44.00 (which encompasses Swan Island, Mocks Bottom, and Union Pacific Rail Yard), as well as census tracts 22.02 and 23.02 (which contain a number of smaller manufacturing concerns). The largest concentration of nonmanufacturing employment is found in census tract 23.02 due to the significant numbers of persons employed in retail trade, services, and government within this tract. The proximity of the tract to the Memorial Coliseum and the Lloyd Center complexes results in retail trade and services sectors at this location.

Income

The mean income earned by the residents of the city of Portland is less than that earned by the residents of the SMSA, while the mean income earned by the residents of the study area is less than that earned by other residents of the city and the SMSA. Table 2-8 shows the 1969 mean personal income as by place of residence.

TABLE 2-8

MEAN PERSONAL INCOME BY CENSUS TRACT (a)
1969

Census Tract	Income	As a Percentage of City Income Level ($3,537)
22.01	$2,247	63.5
22.02	2,466	69.7
23.01	1,769	50.0
23.02	2,977	84.2
34.01	2,376	67.2
34.02	2,070	58.5
35.01	2,867	81.1
35.02	2,816	79.6
37.02	2,861	80.1
38.01	2,979	84.2
38.02	3,240	91.6
38.03	3,330	94.2
39.01	2,993	84.6
39.02	3,684	104.2
40.02	3,236	91.5
44.00	4,509	125.8

(a) Data from U.S. Bureau of the Census (1973).

The mean personal income for the SMSA and the city in 1969 was $3,994 and $3,537 respectively. Only census tract 44.00 exceeded the income figure for the SMSA, and only census tracts 44.00 and 39.02 exceeded the city's average personal income. The lowest incomes in the area are found in the census tracts to the south of Fremont Street and east of Albina Avenue.

More current data are not available to determine changes in income levels by census tract since 1969. However, it is probable that the income levels in those southern and eastern census tracts have lowered in relationship to the average income for the city. Commercial and industrial uses have begun to locate in these neighborhoods, displacing residential uses. As the neighborhood or census tract has become less desirable as a residential area, those persons who could afford to move have done so.

2.4.2 Demographic Characteristics

Population

All of the census tracts in the study area have experienced decreases in population in recent years. For some census tracts, the downward trend in population began in the 1950's. For others, the decreases have occurred since the 1970 census. Table 2-9 shows the estimated population change by census tract between the census conducted on April 1, 1970 and the population estimates made as of July 1, 1975.

The data presented in the table indicate that an outmigration of persons has occurred throughout the study area, most notably in the south and east. Census tract 22.01 has been substantially affected by the Emanuel Hospital Urban Renewal Project and the construction of the Fremont Bridge, both of which displaced residential dwellings. Census tract 22.02 has been primarily affected by industrial and commercial encroachment, including the Educational Service Center that is being constructed by Portland School District Number 1.

TABLE 2-9

ESTIMATED POPULATION CHANGE BY CENSUS TRACT [(a)]
1970-1975

Census Tract	Population 1970	Population 1975	Actual Change	Percent Change
22.01	1,234	718	-516	-41.8
22.02	462	204	-258	-55.8
23.01	2,244	2,034	-210	-9.4
23.02	1,262	1,049	-213	-16.9
34.01	3,531	3,187	-344	-9.7
34.02	2,858	2,598	-260	-9.1
35.01	3,784	3,437	-347	-9.2
35.02	2,488	2,250	-238	-9.6
37.02	2,861	2,525	-336	-11.7
38.01	3,246	2,996	-250	-7.7
38.02	3,086	2,795	-291	-9.4
38.03	3,852	3,655	-197	-5.1
39.01	6,311	5,994	-317	-5.0
39.02	3,324	3,052	-272	-8.2
40.02	5,362	5,005	-357	-6.7
44.00	79	73	-6	-7.6

(a) Data from Columbia Region Association of Governments (1977c).

Housing

Single-family dwellings are the dominant residential housing type in the study area. Of the 17,771 total residences in the study area as of December 31, 1975, 13,091 (65%) were single-family and 4,680 (35%) were multi-family. It is readily apparent from examining Tables 2-9 and 2-10 that those census tracts which lost housing due to construction of the Fremont Bridge, the Emanuel Hospital Urban Renewal Project, and the encroachment of industrial and commercial uses have been those which have lost the greatest numbers of residents. These three factors have most significantly affected census tracts 22.01 and 22.02 which lost 41.8 and 55.8 percent of their respective populations between 1970 and 1975.

TABLE 2-10

HOUSING UNIT DATA[a]
1970-1975

Census Tract	Single-Family Dwellings 1970	Single-Family Dwellings 1975	Multi-Family Dwellings 1970	Multi-Family Dwellings 1975	Total Change
22.01	231	81	364	320	-194
22.02	83	8	180	131	-124
23.01	597	536	384	455	10
23.02	225	197	670	627	-71
34.01	860	842	575	573	-20
34.02	736	717	405	430	6
35.01	1,126	1,110	409	420	-5
35.02	718	709	219	220	-8
37.02	762	734	164	159	-33
38.01	1,073	1,072	249	274	24
38.02	1,095	1,087	154	157	-5
38.03	1,301	1,308	289	365	83
39.01	1,940	1,998	221	280	117
39.02	1,164	1,164	70	81	11
40.02	1,502	1,497	157	186	24
44.00	31	31	2	2	0

(a) Data from Columbia Region Association of Governments (1977c).

2.4.3 Social Structure

It is somewhat difficult to provide a "social" description of a neighborhood without relying upon economic data or a description of the physical conditions of the area, for they are to some degree interrelated. The analysis in this section identifies significant characteristics of the study area which contribute to its livability. The study area for this section is defined as census tracts 35.01, 35.02, and 22.01 (Figure 2-12). Census tract 44.00 is omitted from this analysis due to its small population.

Community Structure

The area west of Interstate Avenue, in census tracts 35.01 and 35.02, may be generalized as a stable residential area. These tracts are mostly populated by retired white residents who own their own homes and who have resided in the neighborhood for an average of 15 years. Social Security is the major source of income for these persons, and the households are generally composed of just the husband and wife.

Dwellings along North Going Street and other major arterials are severely affected by noise, air pollution, and other traffic-related impacts, which subsequently affect their desirability for residential uses. Most of the residents are low-income persons who reside along these streets because rents in these areas are traditionally low. The households have generally resided in the dwelling for less than one year and have at least one child. Incomes in these households are typically a mix of public assistance and salaries.

Those areas east of Interstate Avenue (in the same census tracts) may be characterized as a transitional area of racially mixed residents living in apartments and houses. These persons generally rent their homes and have resided in the dwelling for less than three years. Income sources are a mix of public assistance and salaries, with household incomes well below the per capita average of the SMSA. The households generally have at least one child under 18 years of age.

Census tract 22.01 has experienced a major relocation of its residents in recent years and is generally a nonresidential zone. The residents who remain are uncertain of the future of their neighborhood. For the most part, those who remain are poor and black (many are elderly) and unable to move to better environs.

The Willamette River and Interstate 5 function as barriers which tend to isolate the study area from other parts of the city. This barrier effect is especially pronounced for the transportation disadvantaged such as the poor, the young, and the elderly.

Socialization Patterns

Socialization patterns in the areas west of Interstate Avenue are primarily a function of the large number of retired persons residing in their own residences. These persons have long-standing relationships with neighbors in close proximity. A significant number of the elderly originally moved to the area to be near other members of their North European ethnic groups. This pattern of interaction is probably still on-going through church activities and other organizations which provide contact for the elderly (such as the Polish Library and St. Stanislaus Polish Church).

Areas with school-age children (for example, those areas east of Interstate Avenue) have neighboring patterns which encompass larger areas than those found in retired neighborhoods due to the opportunities for interaction afforded by children's activities. These interactions allow parents to meet parents of other children, and consequently social activities revolve around school and the children. These relationships will be of shorter duration due to the families' generally shorter duration of residence within a given neighborhood.

The socialization patterns for apartment dwellers differ from those of residents of single-family dwellings. Instead of socializing in the backyard or home, neighborhood residents interact in shops, restaurants, and in the streets, parks, and other open spaces which serve as major interaction centers during favorable weather.

Institutions

The study area encompassed by the three census tracts has a variety of institutional uses, some of which service the entire metropolitan area.

The Bess Kaiser Hospital, located within the study area, and Emanuel Hospital, four blocks east of the study area, provide medical services for residents of the metropolitan area. In addition to its main facility, Bess Kaiser Hospital has several clinics throughout the area, and Emanual Hospital is planning to develop a medical complex within the urban renewal project named for it.

Two grade schoools, one public and one private, are located within the study area. Beach School is a Portland public educational institution, and Pope John XXIII is a Catholic grade school associated with the Blessed Sacrament Church. Another public grade school, Boise School, is located immediately to the east of the study area.

There are 14 churches of major denominations and a small number of centers for smaller religious groups. The churches are an important factor in the social life of the area. Several of the churches have study groups; many have choirs. Most of them offer Sunday school and summer school religious sessions for children. All of the churches draw on the north and northeast sections of the city for membership. Their programs are an important resource for neighborhood residents.

The City of Portland has established, or recognized self-formed, neighborhood associations within the city as a tool for citizen involvement and interaction. Although the neighborhood offices were originally set up to involve residents in the decision-making process for policies which directly affected their communities, they have evolved as a core or nucleus for efforts to attract citizen participation by all types of organizations.

The range of organizations and varied programs they offer have contributed significantly to the social life in the area. Children have access to many activities through such organizations as the Albina Child Development Center, Child Service Center, St. John's Day Care, Youth Service Centers, Parent-Child Services, Portland Metropolitan Steering Committee, and the SPCA Project Move.

The elderly are also offered programs through the Peninsula Senior Center, Senior Adult Service Center, Loaves and Fishes, and the Highland Community Center.

2.4.4 Socioeconomic Impacts

Economic Impacts

Full development of Swan Island is dependent upon the implementation of the Build alternative; partial development of Swan Island will result under the No-Build alternative. Swan Island development is not significantly affected by the choice of designs for the Basin/North Going interchange or the Greeley/I-5 ramps, but the economic impacts do vary between these design alternatives. This section will provide a discussion of each Build alternative and the site-specific impacts that accrue to each on tax values, acquisition and relocation costs, and total cost of the project. This discussion will then be followed by an assessment of the general impacts of the Build and No-Build alternative.

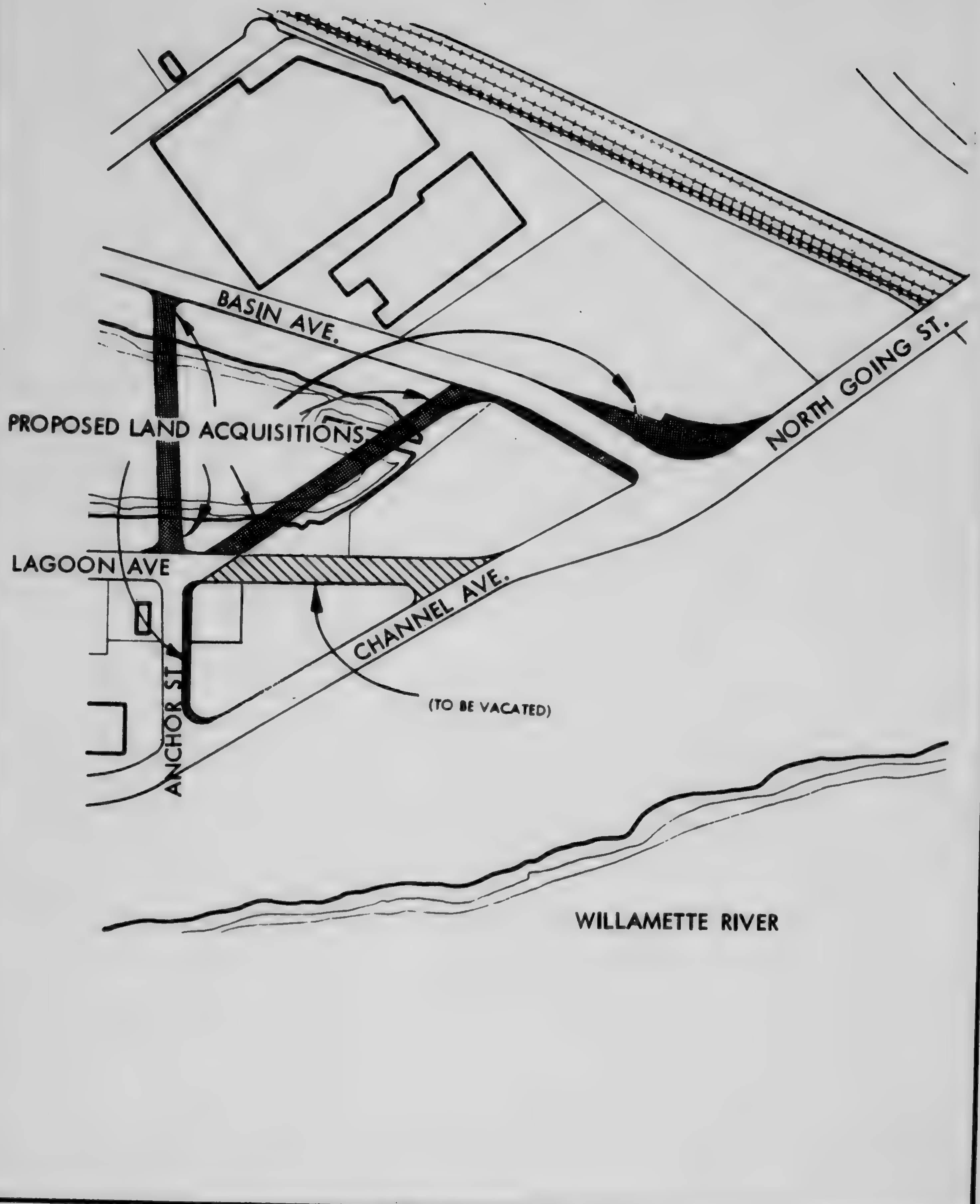
Build Alternative

Basin/North Going Interchange: Due to the location of the Basin North Going project on Swan Island and the amount of undeveloped Port of Portland and state property that surrounds the project site, the economic impacts are principally those of acquisition cost. Those areas depicted on Figure 2-13 must be acquired for development of Alternative 1. Estimated right-of-way acquisition cost for Alternative 1 is $175,000 (Oregon Department of Transportation 1977b). The extension of Anchor Street across the Swan Island Basin, realignment of Lagoon Avenue, and widening of Basin will require the purchase of a substantial amount of land from the Port of Portland. There are no relocation costs associated with this project. Total estimated cost for this alternative is $3,630,000 (Oregon Department of Transportation 1977c).

The only taxable property which will be taken under Alternative 1 is a narrow strip of land on Anchor Street owned by the U. S. National Bank of Oregon. The value of the property is estimated at less than $5,000 assuming a price of $65,000 per acre.

The impact of Alternative 1 on businesses located on Swan Island is expected to be negligible except during the construction phase when some existing traffic lanes may be temporarily closed during widening and repaving operations.

FIGURE 2-13
PROPOSED RIGHT-OF-WAY ACQUISITION
BASIN/NORTH GOING ALTERNATIVE 1


BASIN AVE.
NORTH GOING ST.
PROPOSED LAND ACQUISITIONS
LAGOON AVE
CHANNEL AVE.
ANCHOR ST.
(TO BE VACATED)
WILLAMETTE RIVER

Alternative 3C differs from Alternative 1 primarily in the amount of land that must be acquired and the absence of the overpass structure. Alternative 3C will possibly require a small amount of land for a bus turnout lane near the south end of Anchor Street on property owned by Freightliner Corporation. The amount of land taken from the tax rolls is expected to be less than $10,000.

The acquisition costs for Alternative 3C are estimated at approximately $90,000 (Oregon Department of Transportation 1977b). The land shown on Figure 2-14 must be acquired under this alternative.

The extension of Anchor Street across the Swan Island lagoon will require the same amount of land as Alternative 1, but no additional purchases are necessary for the realignment of Lagoon Avenue and the widening of the right-of-way at the Basin/North Going intersection to accomodate the overpass. Total estimated cost for this alternative is $1,450,000 (Oregon Department of Transportation 1977c).

The impact of this alternative upon businesses located on Swan Island is expected to be negligible as with Alternative 1, except during construction when delays will be experienced by vehicle traffic on North Going Street.

Greeley/I-5 Ramps: The major economic impacts arising from the proposed project will result from the development of the Greeley/I-5 interchange. Although the majority of the facility will be constructed within the existing right-of-way for the Fremont Bridge and Interstate 5, the proposed right-of-way for Alternative 2 will affect nine taxable properties along the east side of North Greeley Avenue and one on the west side (Figure 2-15). The loss in taxable property is estimated at less than $15,000.

The estimated acquisition cost for Alternative 2 is $100,000. The M2 (general industrial) zoning for the land needed for this alternative raises its potential value far above the value of its present use as

FIGURE 2-14
PROPOSED RIGHT-OF-WAY ACQUISITION
BASIN/NORTH GOING ALTERNATIVE 3C

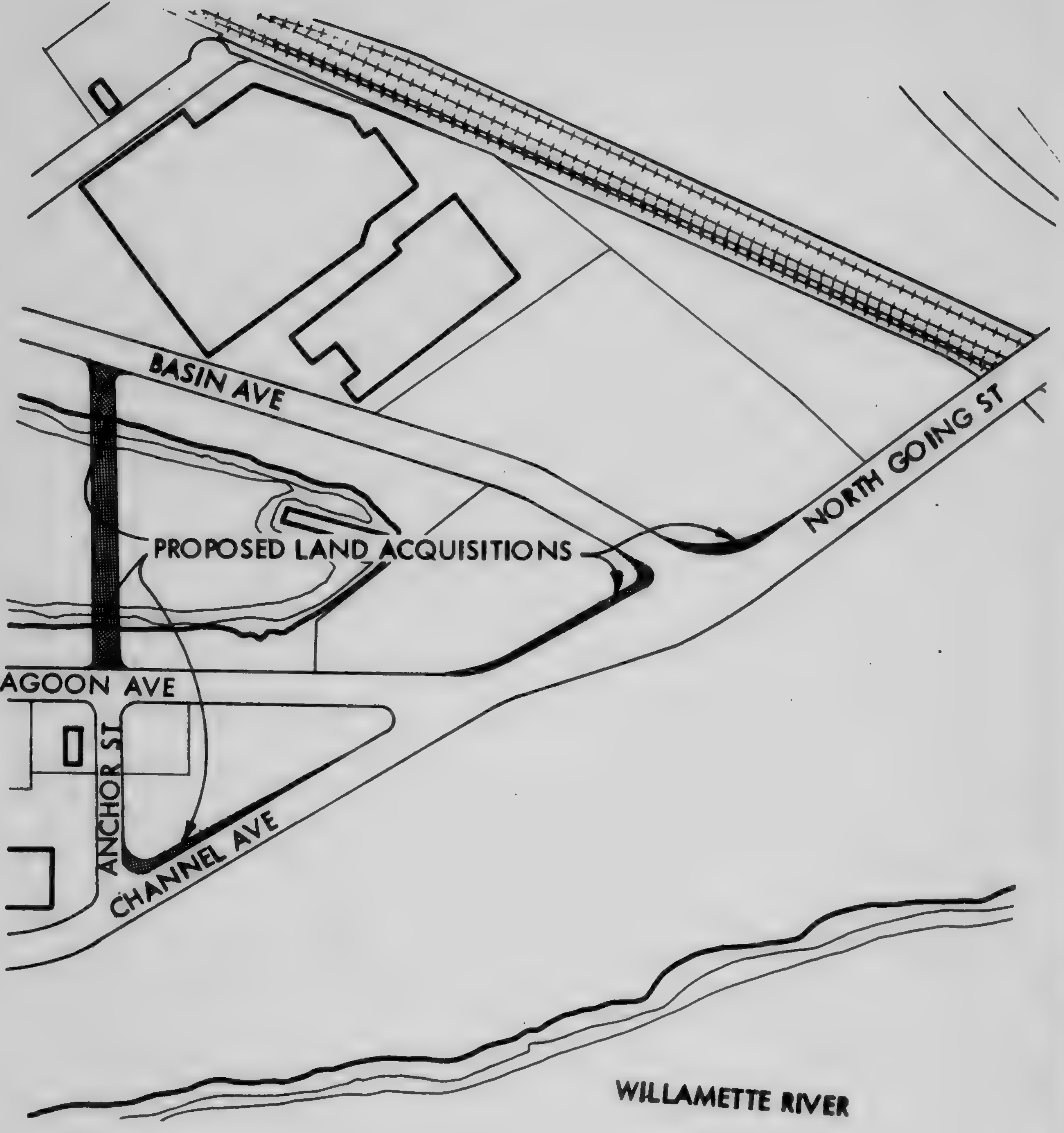
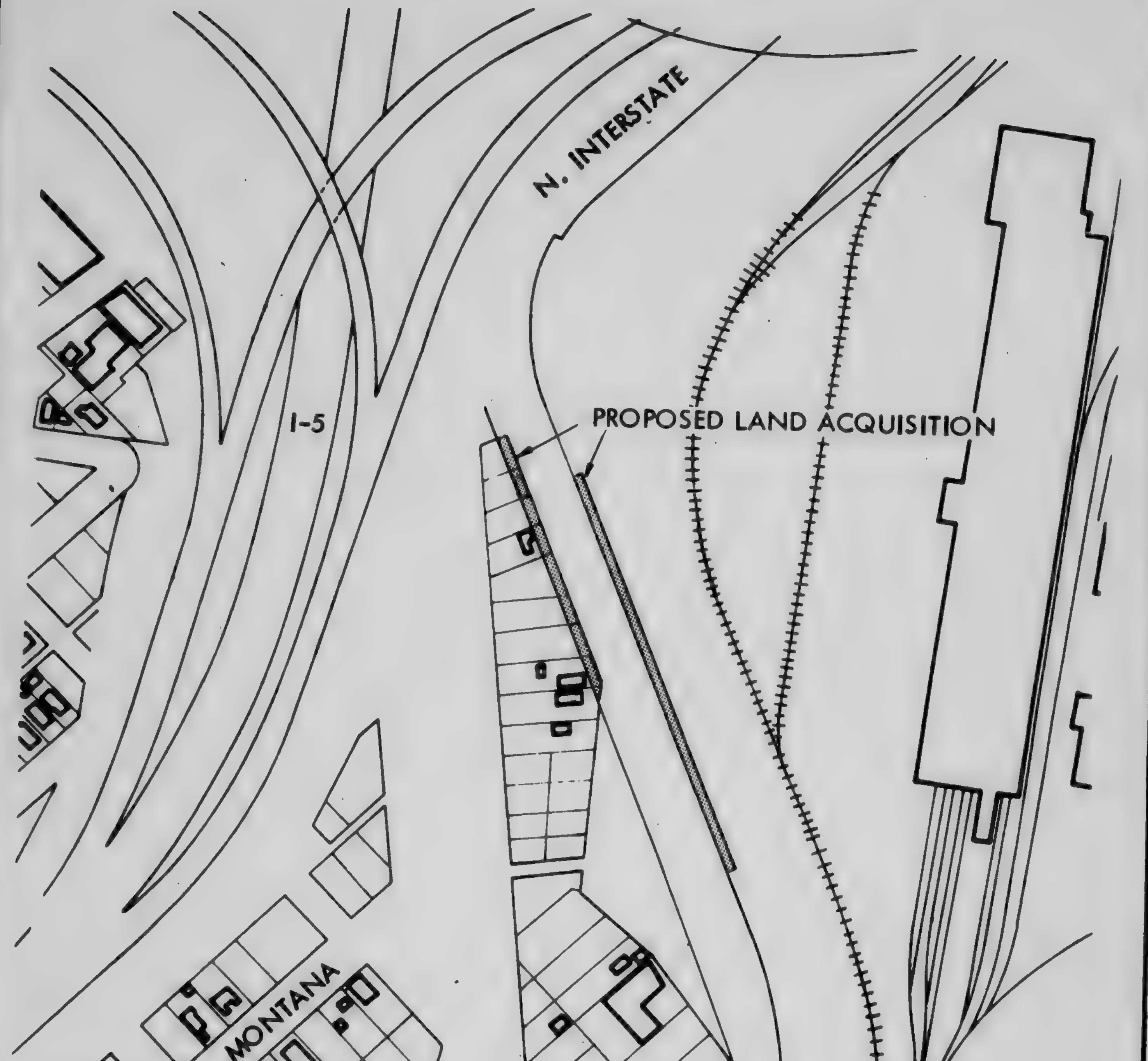

BASIN AVE
NORTH GOING ST
PROPOSED LAND ACQUISITIONS
LAGOON AVE
ANCHOR ST
CHANNEL AVE
WILLAMETTE RIVER

FIGURE 2-15
PROPOSED RIGHT-OF-WAY ACQUISITION
GREELEY/I-5 ALTERNATIVE 2


N. INTERSTATE
I-5
PROPOSED LAND ACQUISITION
N. MONTANA
N. INTERSTATE
N. REVERE
N. FREMONT
N. GREELEY

vacant lots and residences. The estimated relocation costs of $25,000 are to cover relocation of family units and removal and relocation of existing outdoor advertising signs (Oregon Department of Transportation 1977b). Total estimated cost for this alternative is $5,215,000 (Oregon Department of Transportation 1977c).

Alternative 2 places the northbound traffic exiting from I-5 at grade with the existing Greeley/Interstate Avenue intersection. It is assumed here and in the traffic analysis that this exiting traffic would have access to either avenue. The additional traffic that might utilize Interstate Avenue, according to the traffic analysis, is projected to be seven percent (800 vehicles) greater than the existing average volumes of 11,200 vehicles per day or an average of 12,000 vehicles per day.

Larger traffic volumes on commercially oriented streets (such as Interstate Avenue) generally result in increased business activity. The amount of increased traffic is small, so this positive impact is assumed to be proportional. In the long run, however, the access that Alternative 2 provides for Interstate Avenue south of North Going Street may help induce future developments that could have a significant impact upon the economy of the area.

Greeley Avenue has few businesses that would benefit from the additional traffic volumes. The scarcity of suitable land for development also suggests that few positive economic impacts will accrue along Greeley Avenue.

Greeley and Interstate can be stage-constructed to avoid detour along the two roads. At the intersection of Greeley and Interstate, a detour may be required during the construction of the on-ramp from Greeley to I-5 southbound. This is not expected to present a major access problem for local firms.

The major economic impacts resulting from the Greeley/I-5 improvements will occur on Greeley Avenue west of its intersection with Interstate Avenue. The inclusion of two ramps in Alternative 3 widens the required right-of-way and [illegible]sults in generally greater imp[illegible]s. Except for these ramps, the remainder of the roadway improvements will be constructed within existing rights-of-way.

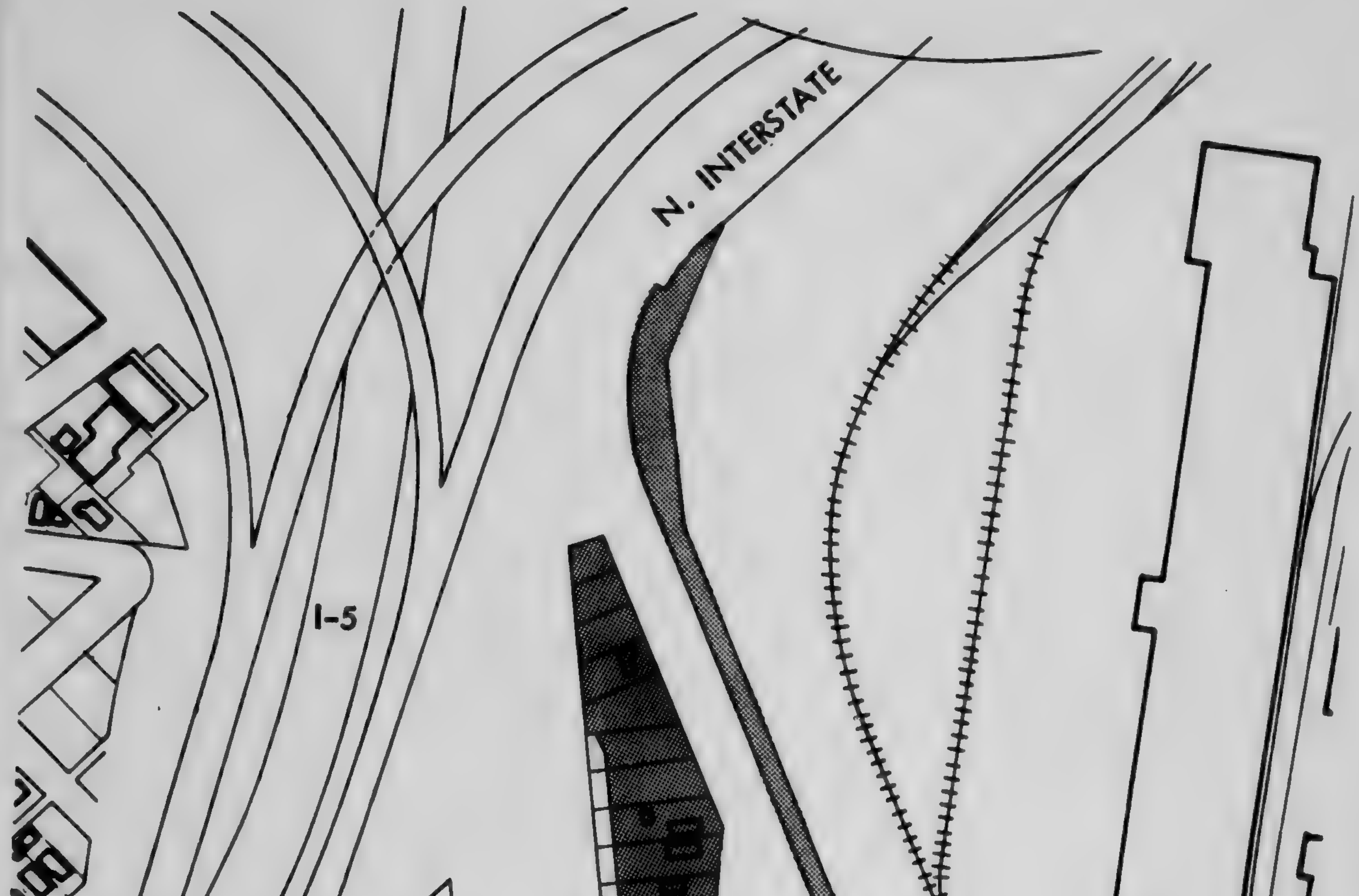
Alternative 3 will affect approximately 20 taxable properties on Greeley Avenue and St. John's Road. This alternative would take all of the 13 tax lots and would take varying portions of the frontage of 7 other lots on the east side of Greeley (Figure 2-16). On the west side of Greeley, Alternative 3 would require a strip of land 40 to 50 feet wide, which includes part of the Albina yard. There will be a loss in taxable property due to right-of-way acquisition, however the loss would have a negligible impact in and of itself and the overall impact of the project is to greatly increase the value of taxable property on Swan Island.

The acquisition cost for Alternative 3 is estimated at $400,000 and the relocation cost at $100,000 (Oregon Department of Transportation, 1977b). These costs include the purchase of the necessary land, five residential dwellings, one business structure, business and commercial advertising signs and the costs incurred to relocate family units. Access rights will be purchased from seven additional lots and damages and relocation costs will be paid to the three businesses affected. Total estimated cost for this alternative is $7,800,000 (Oregon Department of Transportation, 1977c).

This design alternative places all off-ramp traffic directly onto Greeley Avenue west of the Interstate Avenue intersection. As suggested in Alternative 2, the few businesses located along Greeley are not oriented towards commercial services and sites for future development are scarce. Future development along Greeley, if it occurs at all, is anticipated to be very minor.

During construction of Alternative 3, detours will be required along both Greeley and Interstate avenues. An additional detour of Mississippi Avenue may be required. These detours may severely restrict the capacity of these streets and create access problems to and from businesses located in the immediate vicinity. The impact upon a particular firm will be dependent upon its unique transportation requirements. Due to this factor, no estimate is made of the magnitude of this impact.

FIGURE 2-16
PROPOSED RIGHT-OF-WAY ACQUISITION
GREELEY/I-5 ALTERNATIVE 3



N. INTERSTATE
I-5
PROPOSED LAND ACQUISITION
N. MONTANA
N. INTERSTATE
N. REVERE
N. FREMONT
N. GREELEY

Build Alternative: In addition to the impacts which can be attributed to a specific design alternative, there exists a set of impacts which can be associated with any combination of the design alternatives. The major economic impact that any set of the various Build alternatives will have is to permit complete development of the vacant lands that the Port of Portland owns on Swan Island and in Mocks Bottom, assuming that transit service is increased and the capacity of I-5 is improved so it does not constrain growth.

Construction of any set of the Build alternatives would provide an alternate access route to Swan Island and allow for greater development. Under the Build alternative the Port of Portland would be able to develop and sell or lease approximately 200 acres of building sites in the Swan Island area excluding the ship repair yard. At an estimated sales price of $65,000 per acre (Port of Portland 1977), this development represents a gross sales price of $13 million. Assuming that development costs for all sections of the industrial area are the same ratio of costs to sales price as predicted by the Port of Portland for their Mocks Bottom development (.664:1.0), then full development of the Port's lands would represent a net revenue figure of $4,368,000. The gross sales price of $13 million represents the minimum increase in the tax base of local jurisdictions. Additional increases would be forthcoming from any improvements made on the property.

Transportation projects effect changes in property values principally due to access and pollution. As a general rule, good access has a favorable impact on property values. The adverse proximity effects of noise and air pollution have a negative impact.

Residential property values along North Going Street west of Interstate Avenue and in the vicinity of the proposed ramps on Greeley Avenue are currently low. This is a result of the age and condition of the houses, their proximity to heavily traveled arterials, and the poor suitability of both areas for further commercial or industrial development.

The value of houses along North Going Street and Greeley Avenue near the ramps will probably decline. The project will result in higher traffic levels than at present with concomitant increases in noise and air pollution. It is anticipated that a total of 138 single and multi-family housing units will experience noise levels in excess of the Federal Highway Administration's Guidelines.

Two factors will aid in mitigating this decline in property values. First, there is a continued demand for low-cost housing in the area. Second, there is a generally continuing upward trend in property values. Properties located more than one block from North Going Street or on the bluff above Greeley Avenue are not expected to receive any significant negative impacts from the Build alternative.

Increasing access to commercial and industrial properties generally increase their value. Under the Build alternatives, the value of commercial and industrial properties on Swan Island may increase due to improved access. The magnitude of this increase, however, is heavily dependent upon the sales or lease price offered by competing industrial parks, or owners of industrial/commercial lands.

Commercial lands along Interstate Avenue, Greeley Avenue, and North Going Street are expected to increase in value, particularly in the vicinity of the North Going Street/Interstate Avenue intersection.

No-Build Alternative: Under the No-Build alternative, the Port would have approximately 100 acres of building land available for purchase or lease instead of 200 available under the Build alternative. Utilizing the same assumptions for sales price ($65,000 per acre) and ratio of development costs to sales price (.664:1.0) as those assumed by the Build alternatives results in a gross sales price of $6.5 million and net revenues of $2,184,000. This gross sales price also represents the minimum increase in tax base for local jurisdictions.

As stated previously, property values are affected by ease-of-access and susceptibility to air pollution among other factors. The No-Build alternative would concentrate the increased 1990 traffic volumes onto North Going Street with resultant adverse noise and air degradation impacts upon the surrounding residences. Property values on North Going Street west of Interstate Avenue may be expected to decline as traffic volumes increase above the already high levels. The continued demand for low-cost housing may moderate this decrease. Properties east of Interstate Avenue on North Going Street may increase in value as the potential exists for commercial development of previously residential uses.

The nighttime truck route under the No-Build condition would bring about a decrease in property values for those residential uses adjacent to the route and will also affect the operations of hotels, motels, and other uses which are vulnerable to increased noise levels during evening hours. If the nighttime truck route is not implemented, the increased volume of truck traffic generated along North Going Street during night hours would be expected to further decrease the value of adjacent property.

The industrial lands on Swan Island would increase in value primarily due to the demand for centrally located vacant industrial land. This increase would be moderated by the price of competing sites and by the predicted extreme congestion during peak traffic hours which may be unsatisfactory to certain business firms.

Social and Community Impacts

Social and community amenities are affected by right-of-way acquisition, traffic volumes, automobile circulation patterns, noise levels, and a number of other factors. This analysis focuses upon housing, population, community facilities, accessibility, community structure, and community stability since these elements may experience the greatest impacts from the various alternatives.

Build Alternatives

Basin/North Going Interchange: The Basin/North Going intersection on Swan Island is physically isolated from the residential and community uses in the area. This isolation minimizes the social and community impacts that accrue to either of the Build alternatives at this site. There are no project specific impacts on housing, population, or community facilities which are anticipated from this alternative.

The Basin/North Going project is designed to improve accessibility to the area by increasing the vehicle traffic capacity of this intersection. Alternative 1 provides a grade separation structure and a one-way grid to provide this capacity. The one-way flow onto Channel Avenue provides good access to Ports O'Call and to a proposed access road for Union Pacific's Albina yard. The proposed one-way grid system provides for Channel Avenue to accomodate all of the traffic entering Swan Island proper and for Lagoon Avenue to handle all traffic departing the island. The Portland Fire Department has expressed concern with this system, primarily due to access difficulties that may be experienced by the fourth, fifth, and subsequent units responding to a large emergency. The one-way system would further restrict the number of access routes to any point on the island (Palmer 1977).

The interaction between local residents and Swan Island is felt to be very small except for employment within the industrial center. The boat launch on the lagoon and the restaurants presently operating at Ports O'Call offer the only other attractions for local residents. Therefore, improvements to the Basin/North Going intersection, provided for under Alternative 1, should not discernibly affect community structure or stability.

Basin/North Going Interchange Alternative 3C relies upon a one-way grid system and an extension of Anchor Street to increase the capacity of this intersection as with Alternative 1. This alternative is not expected to have project-specific impacts upon housing, population, or community facilities, structure, and stability, again due principally to its remote location.

Accessibility for emergency vehicles remains a problem under this alternative due to the one-way grid system, and access to Ports O'Call and the Union Pacific Railroad is accomplished by an indirect, circular pattern. The poor access to the Port center area may discourage any further development of the area as a commercial area with retail establishments, except for those that are oriented to serve the labor force on the island.

Greeley Avenue/I-5 Ramps: The major impacts upon housing from Alternative 2 will arise from the acquisition and displacement of three single-family residences along Greeley Avenue between St. John's Road and Interstate Avenue. The two dwellings which would remain would be severely impacted by the anticipated threefold increase in traffic volumes along nearby Greeley. These are the only residences which would be directly affected under this design alternative. This alternative will displace four persons.

The community facilities of Overlook Park and Kaiser Clinic are located adjacent to Interstate and atop the bluff which overlooks Greeley Avenue. Due to the topography and distances involved, these facilities are not anticipated to be impacted by adverse proximity effects. Emmanuel Hospital, located to the southeast of the primary study area and the project site, is also not expected to be adversely affected by the impacts of noise or air quality degradation due to the distance between the hospital and the project site. Construction operations may temporarily increase the noise levels at all of these facilities but measures can be taken by the contractor to reduce such impacts.

Both design alternatives will have impacts upon access in the immediate vicinity of the project. The major impacts will be the closure of Morris Street from Albina to Interstate and the closure of Albina and Stanton at their intersection. However, approval for street vacations received by the Portland Bureau of Maintenance in this area will negate the effect of these closures. Morris Street presently offers access to Mississippi Avenue from either Greeley or Interstate and serves as a principal access route to businesses located east of Interstate Avenue and west of I-5 south of the Fremont Bridge. In addition, Morris also serves those residential areas east of I-5 and north of the Fremont Bridge off-ramps.

The Greeley/I-5 ramps are to be constructed in a "buffer zone" between residential and industrial zones, principally within the existing rights-of-way for I-5 and the Fremont Bridge. Therefore, the impact of the project on community structures and stability is anticipated to be small. The residential structures and residents along Greeley near St. John's Road will be severely impacted by either displacement or the proximity effects from this alternative. The homes affected are isolated from other residential uses and are not prime residences due to their present proximity to the Greeley Avenue traffic and the Union Pacific rail yard.

The interaction of local residents with the industrial areas west of Greeley and Interstate Avenues is minimal, with employment accounting for most of the interaction that does occur. While the closure of Morris Street would affect movements between the residential areas to the east of I-5 and the industrial areas to the west, the provision of left turn lanes and signals at Russell Street may be more beneficial and offset the loss of accessibility.

Alternative 3 has a greater impact on housing than does Alternative 2, due to the designed extension of the ramp over Interstate Avenue for Alternative 3. This alternative will require the acquisition of four single-family residences and the displacement of a maximum of five persons. The one remaining residence will be subjected to the proximity effects discussed for Alternative 2. OSHD's acquisition and relocation policies are discussed in Volume II.

The remaining impacts from this alternative are expected to be almost identical to those discussed for Alternative 2.

Build Alternative: The various sets of Build alternatives will by themselves affect only the five homes on Greeley Avenue. However, as discussed in the economic section, the Build alternatives will allow further development of Swan Island and increase the number of employment opportunities in the area. This development will result in increased demand for housing in the area and could manifest itself in construction of multi-family dwellings with a concomitant population increase. However, the increases in housing and population in the area are anticipated to be small.

The impact of any resulting population increase on community facilities, if discernible at all from other influences within the metropolitan region, would be relatively minor. All utilities and necessary infrastructure already exist in the area and are being utilized at present.

Additional traffic volumes on major arterials are anticipated to be the major impact on community structure and stability. The increase in traffic will make it more difficult for certain groups to reach certain facilities or maintain interpersonal relationships. This is especially true for the transportation-disadvantaged such as the elderly, the young, and the handicapped. The stronger barrier effect imposed by increased traffic volumes on arterials such as Interstate Avenue and North Going Street will affect these groups and most individuals who are seeking access to local facilities to shop, conduct banking, and other activities. As the area now affected by traffic and other proximity impacts increases in size due to the Build alternative and as these impacts themselves increase, residents may move elsewhere, creating a transient zone with less community stability than exists at present.

No-Build Alternative: The No-Build alternative would not displace any housing units, but the impact from adverse proximity effects is estimated to be of the same magnitude as the Build alternative.

The No-Build alternative allows 2,000 more employees on Swan Island instead of 6,500 more envisioned under the Build alternative. However, traffic on North Going Street under the No-Build alternative is greater (by approximately 3,000 vehicles per day) due to the restriction to one major arterial for access to the island. The proposed nighttime truck route under the No-Build alternative would also affect housing that is in proximity to Interstate Avenue during the 11:00 p.m. to 6:00 a.m. time period. North Going Street would experience greater nighttime truck traffic if the truck route is not implemented. This increase in truck traffic would tend to reinforce the barrier and transient zone effects along this heavily used arterial.

The census districts within the study area have been experiencing a decrease in population since 1970. This trend could be expected to continue under the No-Build alternative. Some of the industries which might have located on Swan Island under the Build alternative may locate out of the central city in the suburbs, thereby attracting workers to these regions. Other firms which may need to locate in the inner city may purchase sites in the study area that are residential and convert them to commercial or industrial uses. Either way, the city could experience a loss of population.

The No-Build alternative could lead to a lesser utilization of the existing infrastructure in the area. The potential population decline and the restriction on development of Swan Island would reduce the use of existing utilities and school system.

Under the No-Build alternative, North Going Street will provide the principal access route to Swan Island from I-5. Consequently, traffic volumes on North Going Street will be higher than under the Build alternative. The subsequent effects of reduced accessibility and increased noise and air pollution may create a more significant transient zone than already exists along North Going Street, which will lower community stability from its present levels and change the structure of the local neighborhood.

A summary of socioeconomic impacts is presented in Table 2-11.

TABLE 2-11

SOCIOECONOMIC SUMMARY

	Basin/North Going Interchange	
Characteristic	Alternative 1	Alternative 3C
Acquisition Costs	$ 212,000	$ 181,000
Relocation Costs	0	0
Total Project Cost	4,400,000	1,800,000
Housing Displaced	None anticipated	None anticipated
Population Displaced	None anticipated	None anticipated
Community Facilities	None anticipated	None anticipated
Motor Vehicle Accessibility	Poor for emergency vehicles, good for Ports O'Call and rail yard	Poor for emergency vehicles, Ports O'Call and rail yard
Community Structure	None anticipated	None anticipated
Community Stability	None anticipated	None anticipated

	Greeley/I-5 Ramps	
Characteristic	Alternative 2	Alternative 3
Acquisition Costs	$ 125,000	$ 400,000
Relocation Costs	31,000	100,000
Total Project Cost	6,500,000	7,800,000
Housing Displaced	-3	-5
Population Displaced	-4	-6
Motor Vehicle Accessibility	Closure of Morris, Albina & Stanton	Closure of Morris, Albina & Stanton
Community Structure	None anticipated	None anticipated
Community Stability	None anticipated	None anticipated

Characteristic	Build Alternatives	No-Build
Net Revenue to Port	$4,368,000	$2,184,000
Tax Base Increase (minimum)	13,000,000	6,500,000
Total Employment (Swan Island)	13,263	9,000
Residential Property Values		
North Going Street	Decrease	Decrease
Greeley Avenue	Decrease	Stable to slight increase
Elsewhere in Study Area	Increase	Increase except along night truck route
Population	Small increase	Decrease
Community Facilities	Capacity for minor impact exists	Possible reduced utilization of existing facilities
Accessibility	Increased to Swan Island; decreased for local residents	Decreased for Swan Island decreased for local residents
Community Structure	Greater isolation for certain groups	Greater isolation for certain groups
Community Stability	Larger transient zone along major arterial	larger transient zone along major arterial

2.4.5 Possible Mitigating Measures.

As the Port of Portland continues to develop Swan Island, those areas located adjacent to access routes will become increasingly affected by proximity effects. The City of Portland has initiated preliminary engineering to mitigate noise impacts and proximity effects on residents along Going Street.

Under Greeley/I-5 Alternative 3, no residences will remain in the immediate project area.

Increased traffic volumes along access routes will have a barrier effect on local pedestrian and automobile traffic. Signalization along these routes will be modified to allow for better local pedestrian and traffic flow within adjacent areas. The City of Portland has accepted the responsibility to study and implement mitigative measures.

2.5 HISTORICAL AND ARCHAEOLOGICAL RESOURCES

2.5.1 Historic Resources

The area affected by the Basin/North Going and Greeley/I-5 interchange projects contains no historic properties which are listed, nominated, or nationally eligible for the National Register of Historic Places. Several properties in this area have been designated as Portland Historical Landmarks Buildings and are also listed in the Statewide Inventory of Historic Sites and Buildings. These properties include: (1) the Finnish Town Hall at 3425 North Montana Avenue, (2) the Union Pacific Roundhouse Smokestack at Interstate Avenue near Greeley Avenue, (3) the Albina Saloon at 4543 North Albina Avenue, and (4) the Sauter Residence at 4314 North Mississippi Avenue. These structures have future potential for National Register listing.

Of these four properties, only the smokestack is located adjacent to any proposed alignment. The increase in noise levels under the Build alternative and the additional nighttime truck traffic under the No-Build alternative (if the nighttime truck route is implemented) will not affect this structure due to the type of construction and use. Project construction would cause no other impacts.

Several other buildings of historic interest are located in the study area but are not currently regarded as having National Register potential. Although these properties are on or near the project alignment, they will experience no adverse impacts except for slight increases in noise levels at some locations. Properties adjacent to North Going (near Interstate Avenue) will be subjected to noise levels exceeding FHWA standards; however, the increases above ambient levels generally will not be discernible to the human ear.

Several historically undesignated commercial buildings and homes are of historic interest to the community as well. These properties include (1) a residence at 3948 North Overlook Terrace, (2) a residence at 4036 North Overlook Terrace, (3) the Overlook Community Building at

3839 North Melrose Drive, (4) brick commercial buildings along North Russell Street including the Smithson Block at 923-943 North Russell, the Davis Block, and the Bank of Albina Building, (5) the City Water Bureau Building at 1900 Interstate Avenue, (6) Bekins Moving and Storage, 407 North Broadway, and (7) Queen Esther Apartments, 2612 North Williams. Some of these properties may have future potential for historic designation.

Businesses located on Interstate and North Broadway and the community building on North Melrose will not be affected if the nighttime truck route is implemented under the No-Build alternative. The residences on North Overlook are somewhat further removed from the project alignment due to their location on the bluff overlooking Greeley Avenue. Increased traffic noise under either alternative will not be discernible above current levels.

In addition to the above listed properties, the Saint Stanislaus Church and Social Hall at Interstate and North Failing, and the commercial building at 849-855 North Russell are of considerable historic interest, but neither is adjacent to the project alignment.

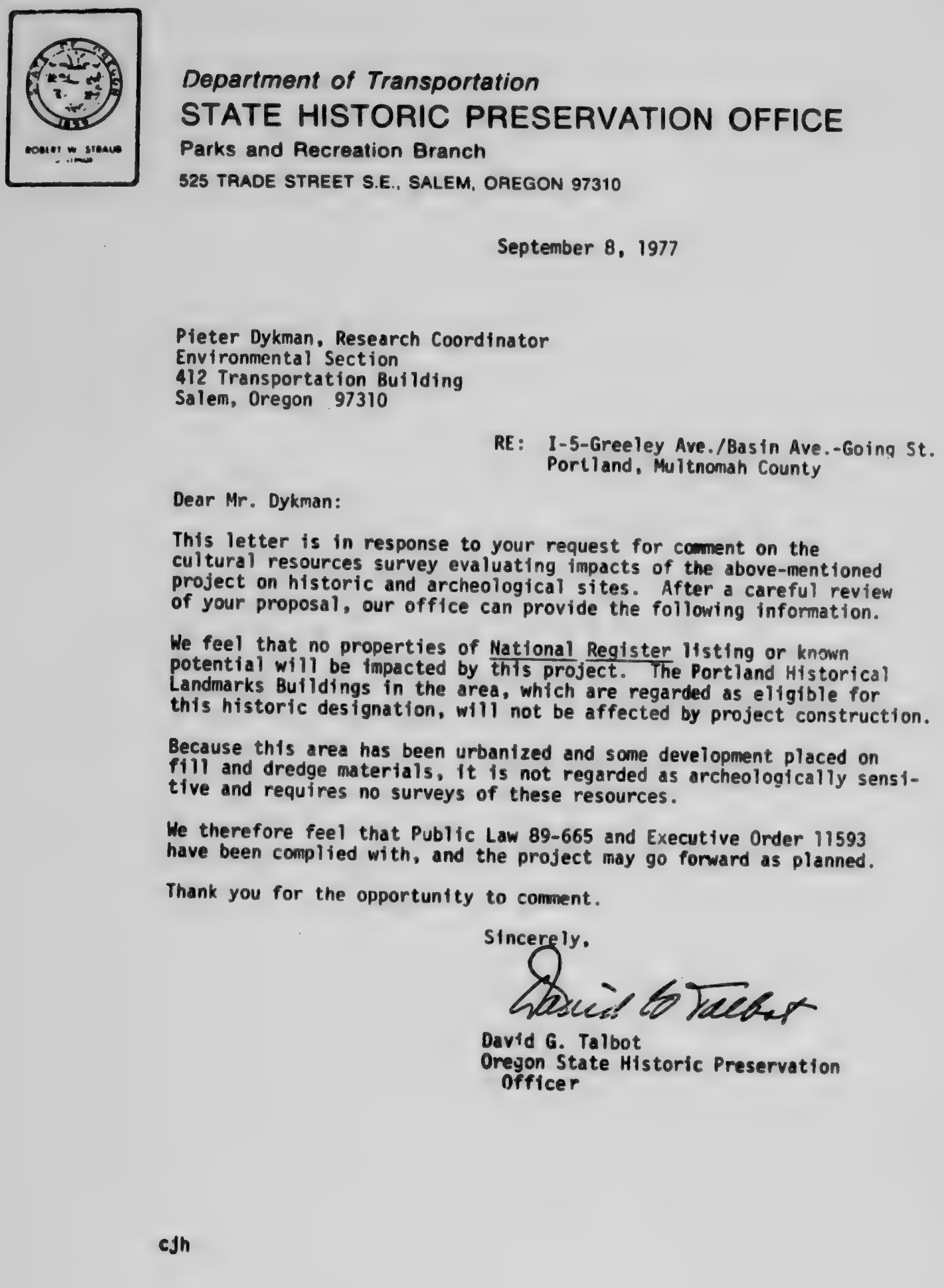
2.5.2 Archaeological Resources

Project construction will not require widening of existing streets except in the vicinity of the proposed interchanges. The land in these areas has already been extensively disturbed by either urban development or as a result of dredge and fill deposition at the time Swan Island became a peninsula. The project area is not considered, therefore, to be culturally sensitive, and no archaeological surveys will be required.

2.5.3 Record of Coordination and Mitigation

The Oregon State Historic Preservation Office was contacted for identification of properties which are listed, nominated, or eligible for the National Register of Historic Places or on the Statewide Inventory of Historic Sites and Buildings. In addition, the Historical Preservation Office evaluated the impacts of the proposed project on historically and archaeologically significant sites. The evaluation concluded that no significant sites will be affected

FIGURE 2-17
LETTER OF DETERMINATION FROM THE OREGON STATE HISTORIC PRESERVATION OFFICE



ROBERT W. STRAUB

Department of Transportation
STATE HISTORIC PRESERVATION OFFICE
Parks and Recreation Branch
525 TRADE STREET S.E., SALEM, OREGON 97310

September 8, 1977

Pieter Dykman, Research Coordinator
Environmental Section
412 Transportation Building
Salem, Oregon 97310

RE: I-5-Greeley Ave./Basin Ave.-Going St.
Portland, Multnomah County

Dear Mr. Dykman:

This letter is in response to your request for comment on the cultural resources survey evaluating impacts of the above-mentioned project on historic and archeological sites. After a careful review of your proposal, our office can provide the following information.

We feel that no properties of National Register listing or known potential will be impacted by this project. The Portland Historical Landmarks Buildings in the area, which are regarded as eligible for this historic designation, will not be affected by project construction.

Because this area has been urbanized and some development placed on fill and dredge materials, it is not regarded as archeologically sensitive and requires no surveys of these resources.

We therefore feel that Public Law 89-665 and Executive Order 11593 have been complied with, and the project may go forward as planned.

Thank you for the opportunity to comment.

Sincerely,

David G. Talbot

David G. Talbot
Oregon State Historic Preservation
Officer

cjh

by project development (Figure 2-17). The City of Portland Bureau of Planning furnished information on Portland Historical Landmarks Buildings and Sites. Historical facts on the Overlook Community Building were obtained from the Portland Park Bureau.

The Oregon State Archaeologist and the Museum of Natural History commented on the archaeological potential of the area. Data regarding Swan Island geography and creation of the peninsula were provided by the Port of Portland.

Mitigation of adverse effects on cultural resources will not be required on this project, since no historic and archaeological properties will be affected.

2.6 GEOLOGY, SOILS, AND HYDROLOGY

2.6.1 Existing Conditions

Basin/North Going Interchange Site

The proposed Basin/North Going interchange site is essentially level at Elevation +30 USED (U.S. Engineers Datum) and is covered mostly by existing road pavement. The proposed Anchor Street extension between Lagoon and Basin avenues is located at the south end of Swan Island Lagoon and is currently covered by water. Areas flanking the proposed interchange are gravel or sand surfaced and support only sparse vegetation.

The interchange site was created during the 1920s by filling Swan Island with materials dredged from the Willamette River. In 1969, the area south of Channel Avenue was filled with approximately 70,000 cubic yards of dredged sand to above Elevation +37 USED. Geologic formations, soil conditions, and inferred stratigraphic sections associated with the Basin/North Going site are summarized in Table 2-12. Typical Swan Island subgrade material consists of fine to medium sand. The underlying silts are compressible and may be expected to settle below the embankment loads required by the Basin/North Going improvements. Silty sands and silt can be excavated to improve subbase conditions.

Ground water levels correspond closely to the level of the adjacent Willamette River. Occasionally, higher perched water levels are observed as a result of infiltrated surface water becoming trapped above a local silt layer.

Most surface runoff near the proposed Basin/North Going site is collected in the existing storm sewer system. Surface water that has infiltrated adjacent undeveloped areas is conducted through underlying permeable soils or flows into existing subsurface drains that lead to the river and Swan Island Lagoon.

TABLE 2-12

SUMMARY
GEOLOGY AND SOIL CONDITIONS
BASIN/NORTH GOING INTERCHANGE

Approximate Depth Range to Bottom of Geologic Formation (feet)	Geologic Formation	Soil Description
15 to 20	Artificial fill	Fine to medium sand with variable gravel and silt layers
42 to 72	Artificial fill	Fine to medium sand (medium dense) with some sandy clayey silt layers
45 to 90	Recent Alluvium	Sandy silt with some organic material (medium stiff)
120 to 130	Recent alluvium	Fine to medium sand (medium dense) with some gravel and thin silt lenses
200±	Pleistocene/ Troutdale Formation	Rounded gravel with cobbles in variable matrix of sand and silty sand (dense)

The probable 100-year flood level has been established by the U.S. Army Corps of Engineers at +26 USED. However, the water level reached +32 USED during flooding that occurred in December 1964.

Geologic hazards known to exist near the site include the inferred Portland Hills Fault line escarpment, located approximately 4 miles northeast of the site at the base of the northwesterly trending Tualatin Mountains. Of 51 earthquakes recorded in Portland (Intensity II to VII), some caused minor damage in the area, but no ground breakage or other evidence of surface faulting was reported. Generally, the Basin/North Going interchange site is not considered to be particularly vulnerable to earthquake damage.

Greeley/I-5 Ramp Site

The Greeley/I-5 ramp site slopes gently from an elevation of approximately +155 at the proposed egress ramp to an elevation of +60 at the proposed ingress ramp. No buildings are located at the immediate site since the site is occupied by the present interchange system, and is criss-crossed by paved roads and grassy zones. Geologic formations and soil conditions at the Greeley/I-5 site are summarized in Table 2-13. Typical subgrade material at the site consists of clayey silt.

Ground water levels are influenced by surface water infiltration but, similar to the Basin/North Going project area, are controlled primarily by the level of the Willamette River at lower elevations. With the exception of local perched water, ground water will not be encountered in the proposed cut excavations. Surface water also drains into storm sewer systems at this location.

Like the Basin/North Going interchange site, the Greeley/I-5 site is not particularly susceptible to earthquake damage.

TABLE 2-13

SUMMARY
GEOLOGY AND SOIL CONDITIONS
GREELEY/I-5 INTERCHANGE

Approximate Depth Range to Bottom of Geologic Formation (feet)	Geologic Formation	Soil Description
0 to 7	Artificial fill	Clayey silt with debris
0 to 18	Portland Hills silt	Clayey silt (medium stiff)
20 to 65	Recent alluvium	Sandy silt and fine sand layer (medium dense)
100+	Recent alluvium	Gravel, sand, and cobbles (dense)

2.6.2 Impacts

Build Alternative

Basin/North Going Interchange: Both Alternative 1 and Alternative 3C (selected) of the Basin/North Going interchange would require the irretrievable commitment of significant quantities of fill material (Table 2-14). Both alternatives would alter the landscape profile somewhat, but Alternative 1 would alter the landscape more drastically than Alternative 3C because of the significantly larger amount of fill material required and the development of an overpass structure. Alternative 1 would also involve the greater potential for erosion due to more extensive cutting, filling, and grading activities.

Filling the southern end of the Swan Island Lagoon for the Anchor Street extension under either Build alternative will result in only temporary and locally confined siltation of the lagoon. This fill operation is minor compared to the Port of Portland's long-term objective to fill this end of Swan Island Lagoon.

Silty sands and silt may be excavated to improve subbase conditions on Swan Island as necessary to support the embankment loads required by the Basin/North Going interchange improvements.

TABLE 2-14

ESTIMATED EARTHWORK QUANTITIES FOR BASIN/NORTH GOING INTERCHANGE

	No-Build	Alternative 1	Alternative 3C
		(cubic yards)	
Surfacing Aggregate	0	10,200	5,700
Excavated Material	0	0	0
Embankment Fill Required	0	271,600	117,300
Surplus Fill	0	0	0

Greeley/I-5 Ramps: Under both Greeley/I-5 Alternatives 2 and 3, impacts on the environment will be limited to an irretrievable commitment of fill resources and a permanent, though minor, change in the visual aspect of the landscape. Alternative 2 would require less fill material resources (Table 2-15) and would involve fewer changes in the landscape by cut-and-fill operations.

TABLE 2-15

ESTIMATED EARTHWORK QUANTITIES FOR GREELEY/I-5 RAMPS

	Alternative 2	Alternative 3
	(cubic yards)	
Surfacing Aggregate	10,500	13,200
Excavated Material	61,000	71,500
Embankment Fill Required	32,000	67,500
Surplus Fill	29,000	4,000

Impacts Common to Both Interchange Sites: Fill material, regardless of its source or where it is used, involves an irretrievable commitment of rock and sand. Potential effects of removing fill material from any of the five locally available sources vary significantly. Little visual impact and little, if any, permanent alteration in use of the land may occur at one location; whereas, a high level of visibility from adjacent roads, dust, and noise pollution during quarrying operations, and permanent scarring of the landscape could result at another location.

No state-owned source of fill material exists on either project site. The choice of a suitable source will be the responsibility of the contractor. Possible commercial sources of fill available locally that may be suitable for this project are (1) Santosh Gravel Pit, (2) Scappoose Sand and Gravel, (3) Hardtack Island Gravel Pit, (4) Rivergate Quarry, and (5) Willamette River sand. Impacts associated with each of these sources are contained in Table 2-16.

Surplus material excavated from the Greeley/I-5 ramp improvements may be used for the Basin/North Going embankments. Most of the materials for the Basin/North Going embankment, however, will probably be obtained by dredging sand from the adjacent Willamette River. The stockpiled sand south of Channel Avenue would not be available for this project.

Both interchange locations will be subject to erosion during construction when soil surfaces are exposed as a result of cut, fill, and grading operations. This effect will be minor due to the small areas and generally flat slopes and the short period of exposure involved.

Ground water resources will not be adversely affected except for possible minor encounters with perched water during cut operations.

No-Build Alternative

The No-Build alternative would have no negative impact on the physical environment, since there would be no change in the physical conditions at the site and no commitment of resources.

A detailed summary of the Build and No-Build alternatives and their probable impacts on the environment is presented in Table 2-17.

TABLE 2-16

SOURCES OF AVAILABLE FILL MATERIAL

SOURCE	SANTOSH GRAVEL PIT	SCAPPOOSE SAND AND GRAVEL	HARDTACK ISLAND GRAVEL PIT	RIVERGATE QUARRY	WILLAMETTE RIVER SAND
LOCATION	Columbia County on Columbia River flood-plain, about 2 miles N.E. of Scappoose	Columbia County on Columbia River flood-plain, adjacent to north city limit of Scappoose	Multnomah County in Portland on Hardtack Island in Willamette River	Multnomah County, 2 miles south of Linnton on N.W. St. Helens Road	Suitable borrow area in adjacent Willamette River
HAUL DISTANCE AND POSSIBLE ROUTES	About 34 miles by barge to Portland S.W. Curry Street plant, then by city streets and Hwy. I-5	About 25 miles by barge to Swan Island (assumes special crusher plant)	About 4 miles by barge to Portland N. Russell Street plant, then by city streets	About 7 miles by N.W. St. Helens Road, Fremont Bridge, and city streets	Dredge pipe length up to 1 mile
ACCESS	Paved road	Paved road	Barge and tram	Short rocked road	Port of Portland property south of Channel Avenue
ROCK/SOIL TYPE	Sand and gravel	Sand and gravel	Sand and gravel	Basalt	Clean river sand for embankment fills
QUALITY OF MATERIAL	Paving and base rock	Paving and base rock	Paving and base rock	Paving and base rock	Embankment fill
QUANTITY OF MATERIAL	Adequate	Adequate	Adequate	Adequate	Adequate
PLANT AND EQUIPMENT AVAILABLE	Crusher at pit, and asphalt and concrete batch plants at Portland S.W. Curry Street site	Crusher at pit	Crusher on island, concrete batch plant at S.E. 4th Street site, and asphalt batch plant at Russell Street site	Crusher and asphalt batch plant	Not applicable
STOCKPILE SITE	Large	Large	Large	Adequate	Port of Portland property south of Channel Avenue
OWNERSHIP	Cascade Construction	C. T. Parker	Ross Island Sand & Gravel Company	Columbia West Materials & Construction	Oregon State Bureau of Lands
RECLAMATION	Plan on file	Plan on file	Plan on file	Exempt	Not required
IMPACTS	In remote, sparsely populated area, screened from highway view, settling pond areas to be returned to agricultural use, irretrievable commitment of rock	In industrial area, adjacent to city limits of Scappoose, working area visible from road, to be returned to industrial use; irretrievable commitment of rock	In remote area having no near residences, working area visible from shore, berms prevent siltation of river, pits form good spoils sites, irretrievable commitment of rock	In industrial area, adjacent to N.W. St. Helens Road, working area visible from road, traffic is stopped when blasting, dust and noise pollution, irretrievable commitment of rock	Adjacent to industrial area, working area not visible, minimal sedimentation during dredging; irretrievable commitment of river sand

TABLE 2-17

GEOLOGY, SOILS, AND HYDROLOGY IMPACT SUMMARY

Physical Environmental Components	Basin/North Going Interchange Alternative 1	Basin/North Going Interchange Alternative 3C	Greeley/I-5 Interchange Alternative 2	Greeley/I-5 Interchange Alternative 3	No-Build Alternative
POSITIVE IMPACTS:					
Topography	None	None	None	None	No landscape degradation
Soils	None	None	None	None	No soil disturbance
Erosion	None	None	None	None	No erosion increase
Materials	None	None	None	None	No material commi
Ground water	None	None	None	None	None
TEMPORARY ADVERSE IMPACTS:					
Topography	Landscape profile change	Minimal landscape profile change	Landscape profile change	Landscape profile change	None
Soils	None	None	None	None	None
Erosion	Erosion and sedimentation of embankments	Brief exposures of graded surfaces surfaces to erosion	None	None	None
Materials	Commitment of rock materials	Commitment of rock materials	Commitment of rock materials	Commitment of rock materials	None
Ground water	None	None	None	None	None
PERMANENT ADVERSE IMPACTS:					
Topography	Landscape profile change due to fills	Minimal landscape profile change due to fill placement in lagoon	None	Landscape degradation due to cuts and fills	None
Soils	None	None	None	None	None
Erosion	None	None	None	None	None
Materials	About 10,200 cubic yards aggregate 271,600 cubic yards common embankment material will be irretrievably committed	About 5,700 cubic yards aggretate, 117,300 cubic yards common embankment material will be irretrievably committed	About 10,500 cubic yards aggregate, 32,000 cubic yards common embankment material, and 29,000 cubic yards surplus will be irretrievably committed	About 13,299 cubic yards aggregate, 67,500 cubic yards common embankment material, and 4,000 cubic yards surplus will be irretrievably committed	None
Ground water	None	None	None	None	None

2.6.3 Mitigative Measures

The exposure of newly graded cut-and-fill surfaces to rain, snow melt, and construction water would result in the erosion of quantities of soil if the amount of water-borne suspended materials is not substantially reduced by adopting appropriate mitigation measures. During construction, seeding, mulching, and ditching techniques will be used for erosion abatement, in accordance with Oregon State Highway Division (OSHD) specifications and ORS Chapter 449. In addition, local-haul roads will be treated with water to control dust.

Inspection and maintenance of erosion control devices, whether temporary or permanent, is standard policy of the OSHD. The OSHD engineer may alter the amount of erodible earth surface area to be exposed at any one time by clearing and grubbing or borrow and fill operations, depending on the nature of the sediment and the weather conditions.

2.7 BIOLOGY AND WATER QUALITY

2.7.1 Biological Setting

Basin/North Going Interchange

Construction and operation of the Basin/North Going Street interchange may potentially affect local aquatic and terrestrial biological habitats. Aquatic habitats of concern include the nearby Willamette River and the Swan Island Lagoon. Terrestrial habitat within the project right-of-way is limited to a thin band of vegetation around the Swan Island Lagoon. However, significant upland habitat exists adjacent to the project right-of-way along the steep bluffs and Mocks Bottom area to the north.

The Willamette River is utilized primarily as a migration route for anadromous coho and chinook salmon, steelhead, and cutthroat trout en route to and from upstream spawning and rearing areas in the river's tributaries. Production of food and game fish within the lower Willamette River is limited by seasonal fluctuations in stream flow, high turbidity, low dissolved oxygen levels, lack of suitable spawning area, and domestic and industrial pollution. Waters of Swan Island Lagoon are not utilized by salmon or trout for spawning and rearing, but a limited warm water fish population exists.

Wildlife of the Swan Island area is largely concentrated in the upland habitat provided by nearby bluffs and the Mocks Bottom area, although the thin bank of vegetation around the lagoon provides habitat for songbirds, waterfowl, and small mammals. Mocks Bottom consists of 150 acres of former floodplain and river channel of the Willamette River. It was formed after the river channel was artificially straightened (from 1910 to 1918). Because of the channel change, siltation occurs on the southwest side of Swan Island, requiring periodic dredging to maintain the channel. Spoils from the dredging operations have been deposited in the south end of the lagoon and on Mocks Bottom. The dredging and filling have been done under Corps of Engineers, Division of State Lands, and City of Portland permits. (See Appendix B.) The lagoon will eventually be filled-in so that its length will be reduced by approximately one third. Mocks Bottom has been filled to an elevation of thirty-two feet to raise it above the floodplain. The next round of dredging scheduled to occur in early 1979, is anticipated to fill in the remaining low areas of Mocks Bottom.

2.7.2 Wetlands

Despite the filling activity, large areas of Mocks Bottom have revegetated, establishing approximately thirty-nine acres of wetlands. Three fourths of these wetlands are scrub willow swamps which occur in a collecting area for water draining from adjacent dredge spoils. The stand of young willows reaches a height of 15 feet. Few other plan species are present except along bulldozer trails where there are spikerushes, smartweed, and sedges. Additional wetlands areas occurring on Mocks Bottom include a marshy ditch adjacent to the rail line, the drainage channel used in the spoils operation, a small rush-lined pond which forms after heavy rains, a willow clump, and a 5-acre marsh on the south half of the area. Wildlife observed in the area include wrens, chickadees, rabbits, jumping mice, and great blue heron. No rare or endangered wildlife species are known. This area is currently being filled and is to be completely filled by the Port of Portland in early 1979. This activity is not part of the projects covered in the final environmental statement. See Figure 2-17a.

Approximately 4.4 acres of wetlands are found around the edges of Swan Island Lagoon, near the Basin-North Going interchange project area. Half of the wetlands consist of dense growths of young willows on flat areas on either side of the lagoon. The remaining wetland is a shallow marsh with clumps of rushes and grass, at the end of the lagoon. The areas are used by wildlife, in particular ducks, gulls, other small birds and cottontail rabbits. There is little recreational use of the wetlands themselves, although there is a boat launching ramp close by. Access to the area is by dirt road and jeep trail, but there are few visitors.

The wetlands vary in extent as they are affected by changing river levels and by the depositing of dredge spoils resulting from regular channel maintenance of the Willamette River on the southwest side of Swan Island. Ultimately, the wetlands will be eradicated by the filling process.

The wetland areas are depicted in Figure 2-17b and are classified according to the Department of Interior classification system as follows.

(1) A 0.6 acre patch of young willows on flat to gently sloping land. Reed canary grass is common and there are a few clumps of common rush. Adjacent steeper slopes have sparse brush and lack wetland character. Classification: Palustrine, scrub/shrub wetland, broad-leaved deciduous, Salix.

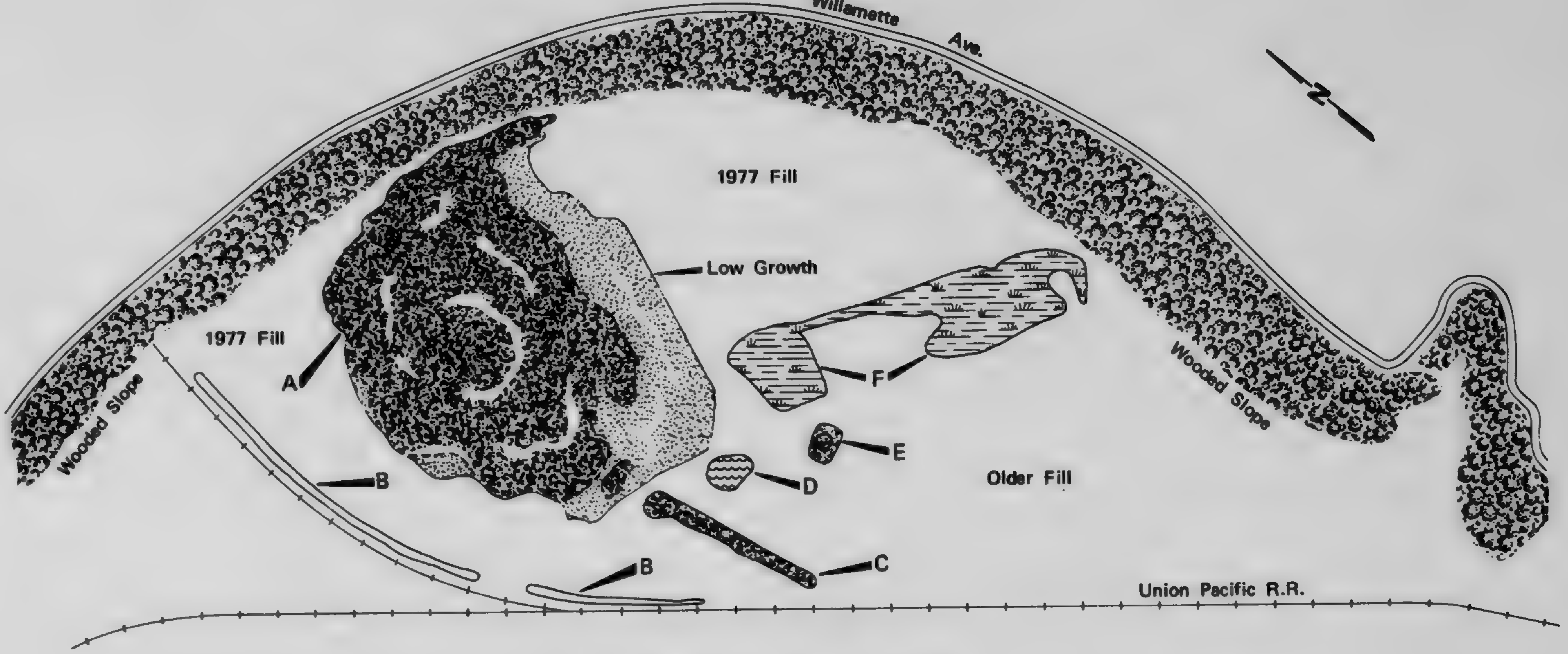
(2) A 2.5 acre marsh at the southeast end of the lagoon. Clumps of rushes and reed canary grass are scattered in the shallow water. A small willow thicket lies along the east margin. Classification: Palustrine, emergent wetland, narrow-leaved, Juncus effusus.

(3) A 1.3 acre belt of young willows along the southwest side of the lagoon, similar to area 1. The trees are 10 to 14 feet tall. Jeep trails traverse the thicket. Classification: Palustrine, scrub/shrub wetland, broad-leaved deciduous, Salix.

2.7.3 Water Quality

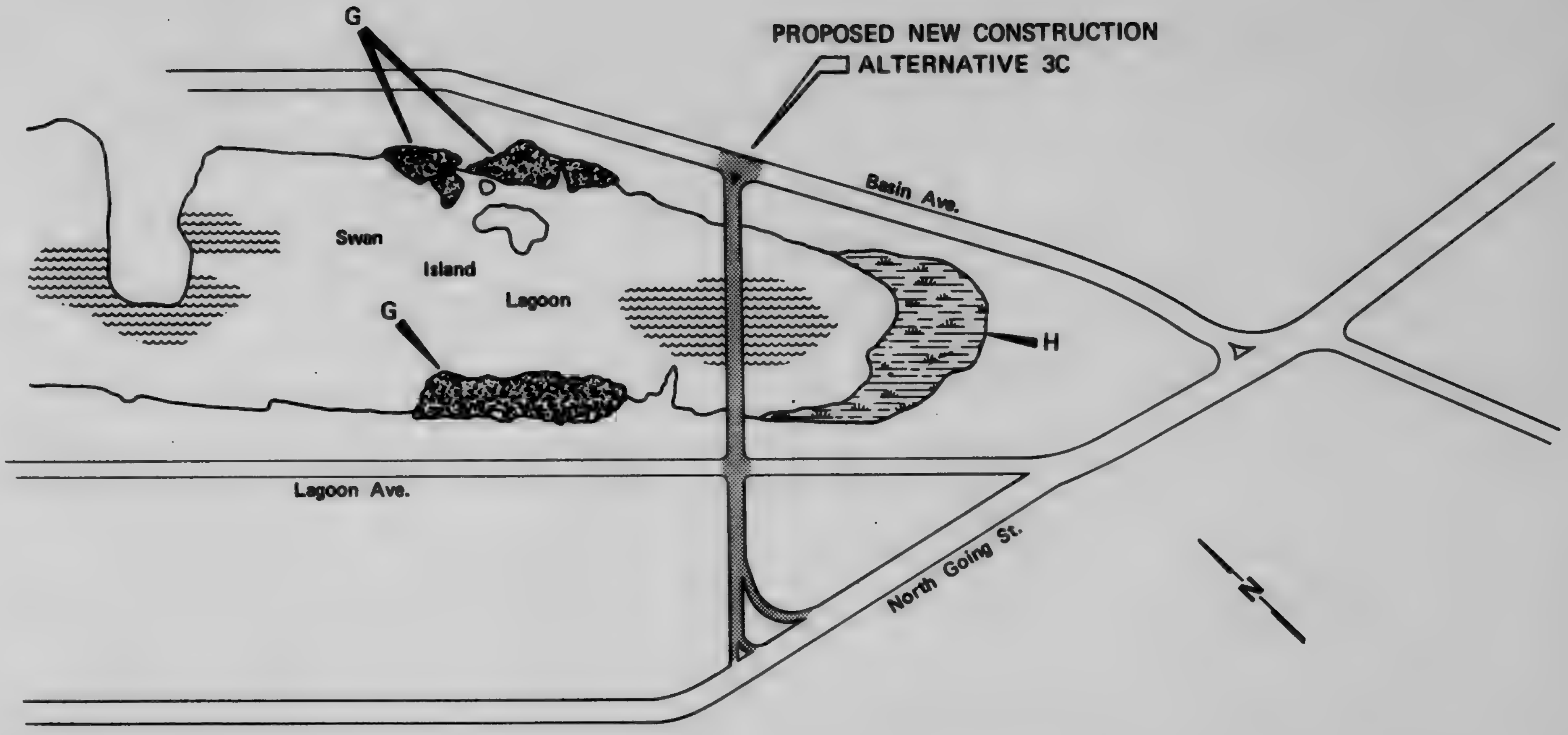
Water quality within the Willamette River in the vicinity of Swan

WETLANDS – MOCKS BOTTOM
FIGURE 2-17a


Willamette Ave.
N
1977 Fill
Low Growth
1977 Fill
A
F
E
D
B
B
C
Older Fill
Wooded Slope
Wooded Slope
Union Pacific R.R.

A – LARGE SCRUB WILLOW SWAMP
B – DITCHES ALONG TRACKS
C – WILLOWS IN MAIN DRAINAGE CHANNEL
D – SMALL RUSH LINED POND
E – WILLOW CLUMP
F – MARSH WITH RUSHES

WETLANDS – SWAN ISLAND LAGOON
FIGURE 2-17b


G
PROPOSED NEW CONSTRUCTION
ALTERNATIVE 3C
Basin Ave.
Swan
Island
Lagoon
G
H
Lagoon Ave.
North Going St.
N

G – WILLOWS
H – MARSH WITH RUSHES

Island is generally acceptable to Environmental Protection Agency (EPA) and Oregon Department of Environmetnal Quality (DEQ) standards for the protection of aquatic biota. Water levels within the lower Willamette River and Swan Island Lagoon are influenced by Pacific Ocean tides and by seasonal fluctuations in streamflow. No water quality data are available for Swan Island Lagoon. However, because lagoon waters are somewhat isolated, water quality is expected to be somewhat poorer than that of the river.

Greeley/I-5 Ramps

Minimal terrestrial habitat and essentially no aquatic biological habitat exists within or immediately adjacent to the proposed project right-of-way for the Greeley/I-5 ramps. A band of vegetation along the northern side of Greeley Avenue offers the only significant wildlife habitat, aside from scattered trees, some shrubs, and grasses beneath the interchange. Songbirds, waterfowl, and small mammals constiture the principal types of wildlife found in the area.

2.7.4 Impacts - General

Basin/North Going Interchange

Surface runoff and erosion, and the resultant degradations in water quality of the Swan Island Lagoon and Willamette River, are the primary impacts of construction and operation of the project. In addition to water quality degradation, some fish and wildlife habitat will be lost due to access road extensions and widening. In addition, some vegetative communities and other habitats will be permanently altered by project design. Increased noise from the interchange may disturb nearby wildlife inhabiting the bluffs and Mocks Bottom area. The potential for impact would have been the same for both development alternatives. However, the overall impact from Alternative 1 may have been greater. The No-Build alternative will result in the least impacts on the project area, but it is doubtful that existing biological conditions will remain unchanged unless further development of the area is slowed or stopped.

Greeley/I-5 Ramps

As there is no surface water in the vicinity of the project, impacts to water quality and fish will be negligible. Because minimal wildlife habitat exists within the project area, impacts to wildlife are not expected to be severe. Alternative 2 involved the least degree of widening of Greeley Avenue, which borders small mammal and bird habitat in the vicinity of the bluffs. Thus, Alternative 2 was slightly favored over Alternative 3 (selected) in terms of overall biological impacts. Adoption of the No-Build alternative would have resulted in the least significant short-term impacts. Since a freeway interchange already exists at the site, existing biota is already impacted. However, impacts will likely become more severe with increased utilization of the interchange.

2.7.5 Wetlands - Impact

By improving the access to Swan Island, the projects contribute to the development of Mocks Bottom and its related impacts by providing the needed capacity to accommodate associated traffic generation. However, the wetlands will be gradually eliminated over the next ten years whether or not the Swan Island transportation improvements are constructed. The largest area, the willow swamp will probably be eliminated by the next round of dreding and filling scheduled for 1979. Wetlands on the southern end of the area will be lost during ground preparation for phases 1, 2, and 3.

A land bridge will be constructed across the lagoon if dredge spoils have not filled this area prior to construction. The roadway fill will not impact existing wetlands. (See Figure 2-17b.)

2.7.6 Mitigation

Basin/North Going Interchange

Adverse biological impacts due to project construction and operation will be mitigated by implementation of modern erosion control measures. These measures include (1) conducting necessary filling of the lagoon only during low water periods, (2) providing adequate numbers and sizes of culverts to promote circulation behind fill areas, (3) reestablishment of roadside and landscape vegetation to serve as wildlife habitat, and (4) use of adequate storm drain systems.

Greeley/I-5 Ramps

Adverse biological impacts will be mitigated by use of an adequate storm runoff system, and by reestablishment of displaced roadside vegetation for use by wildlife, particularly along the bluff adjacent to Greeley.

2.8 AIR QUALITY

2.8.1 Climate

The climate of Portland, Oregon is influenced by several geographic factors. Cyclonic storms and marine air from the Pacific Ocean to the west are modified somewhat by the Coast Range before they reach Portland. The Cascade Range to the east usually protects Portland from the continental air masses of the interior. The Columbia Gorge, which cuts through the Cascades, does allow continental air to invade the Portland area with higher frequency than most regions west of the Cascades.

Temperatures in Portland are generally mild. Minimum temperatures during the winter average from the lower to middle 30s (°F) and maximums average in the lower 40s. The temperature rarely falls below 0°F. Summer temperatures are also mild, with early morning temperatures in July and August averaging in the middle 50s (°F) and average maximum afternoon temperatures approaching 80°F. Temperatures in the 90s do occur every summer, but these extremes seldon persist for more than 2 or 3 days before cool, moist air enters the area from the Pacific, modifying the climate (Ruffner & Blair 1974).

Winters in Portland are wet, with approximately 80 percent of the city's annual precipitation of 42 inches occurring from October through March. Almost half of the annual total occurs from November to January. In the summer, precipitation is generally light, with less than 3 percent of the annual total occurring in July and August.

A few thunderstorms and hailstorms occur during the year, but these are seldom significant enough to cause damage. An occasional freezing rain or ice glaze may occur during the late fall, winter, or early spring when cold continental air from the interior enters the area through the Columbia Gorge.

2.8.2 Air Quality Gross Emission Analysis

Pollutants and Source

Vehicular traffic constitutes the only source of pollutants in the study area which was considered for the purposes of this study. This included automobiles, light-duty trucks using gasoline as a fuel, and heavy-duty vehicles using both gasoline and diesel fuel. Diesel automobiles and motorcycles were not included since their number, and thus their effect, is relatively small.

The principal pollutants emanating from vehicles are carbon monoxide, hydrocarbonc, and nitrogen oxides from the exhaust. Other emissions, such as crankcase and evaporative hydrocarbons, particulates (from lead compounds, tire wear, etc.), sulfur oxides, and sulfuric acid also contribute to pollution levels in the study area but to a lesser degree. Finally, diesels emit some aldehydes and organic acids from the exhaust. These are the pollutants included in Supplements 5 (EPA 1975) and 8 (EPA 1977) to AP-42*

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* U.S. Environmental Protection Agency, "Supplement No. 8 For the Compilation of Vehicle Emission Factors," Interim Document Pub. AP-42, June, 1977.

Rate of Emissions

The emission inventory was based on traffic surveys conducted along several road segments within the study area. Vehicle type and engine conditions were considered as these factors contribute significantly to the type and amount of pollutants emitted. Other factors considered included the number of tires on each vehicle and the type of muffler system utilized as well as the temperature and humidity in the area.

Total Emissions

Table 2-17a presents a summary of all the road segment emissions for existing and forecasted 1990 conditions under the various Build and No-Build alternatives. It is evident from Table 2-17a that total emissions for all pollutants in any study year will be greatest under the Build alternative, as greater traffic volume will result from this alternative. The No-Build alternative With Nighttime Truck Route will result in slightly higher total emissions than the No-Build alternative Without Nighttime Truck Route. Total emissions resulting from any alternative decrease in all future years as a result of increasingly stringent Federal emission controls on new motor vehicles. The selection of any alternative will result in a reduction of 1990 carbon monoxide emissions of more than 50 percent, thus greatly reducing the probability of local violations of air quality standards for this pollutant in that year. Similar reductions are noted for all other pollutants except nitrogen oxides, which show reductions near 10 percent.

The general relationship for total emissions also applies to the individual road segments; that is, higher emissions obviously correspond with higher traffic volumes. For example, emission on North Going Street will be greater for the No-Build alternative than the Build alternative. On the other hand, Greeley Avenue will experience higher emission levels under the Build alternative. Because the most sensitive receptors are located along North Going, it is reasonable to presume that the Build alternative will probably be more favorable from a total emissions standpoint.

2.8.3 Ambient Air Quality Characteristics and Impacts

Because the project total emissions study shows pollutant increases for the Build alternatives, an air quality monitoring program was designed and implemented to evaluate the ambient air quality characteristics of Swan Island and adjacent commercial and residential areas. The pollutants measured include carbon monoxide and particulates (mainly lead). This program was carried out between November 1977 and January 1978. These months historically contain frequent periods of poor dispersion conditions that lead to high levels of pollutants in the Portland area. Sampling locations were in areas projected to be sensitive to local changes in traffic volumes induced by future Swan Island development.

The survey was conducted by mutual agreement between the Oregon Department of Environmental Quality (the local air pollution authority) and the Oregon Department of Transportation. The survey was used in conjunction with a dispersion modeling study to further evaluate the alternatives, and to determine whether the project will be consistent with the Clean Air Implementation Plan.

Carbon monoxide levels in the areas monitored were consistently below Oregon standards during the measurement period. However, the data indicate that the 8-hour standard in several instances is likely exceeded for ground level receptors adjacent to I-5. Average levels of carbon monoxide are highest during local peak traffic hours but poor ventilation and stable conditions induced several high carbon monoxide observations at night. The levels of carbon monoxide at all receptor locations are considerably below those monitored by DEQ in downtown Portland.

Higher lead and total suspended particulate observations were also associated with poor dispersive conditions. At all locations, lead concentrations were found to be highly correlated with carbon monoxide. While the 24-hour maximum lead concentrations at all locations were consistently below the value of Oregon's monthly standard, the 24-hour total suspended particulate standard of 150 micrograms per cubic meter was exceeded at all locations monitored on November 30. Total suspended particulate measurements taken in this study are comparable to other samples throughout the city.

The impact of the Build alternative upon future air quality was addressed in a dispersion modelling study. The methodology involved validating the model against data acquired in the monitoring phase, and applying the validated model to predict relative impacts of the Build versus No-Build alternatives under similar meteorological conditions in 1990. Emissions for the Build and No-Build (with and without night truck route) alternatives in 1990 were based on the latest EPA criteria for emission factors and the latest available traffic projections. Both No-Build cases yielded similar emissions; therefore, the dispersion modelling analysis for the No-Build alternative considered the "with nighttime truck route" case only.

Based upon the results of this study, carbon monoxide levels in all areas monitored will decrease by 1990. Model predictions indicate a significant drop in both 8-hour and 1-hour average and maximum carbon monoxide concentrations under both the Build and No-Build alternatives. In all instances, there was no appreciable difference in carbon monoxide levels associated with the different alternatives. On Swan Island in 1990, the Build alternative would lead to increases in local traffic volumes and proportional increases in carbon monoxide levels. Ambient levels of carbon monoxide on Swan Island are relatively low compared to other receptor locations and the increase in carbon monoxide levels under the Build alternative would not be large enough to adversely impact the area. Based on model simulations for 1990, the 8-hour and 1-hour standards for carbon monoxide are not likely to be exceeded at any location under either the Build or No-Build alternatives. The predicted 1990 carbon monoxide levels will be well below the standard limit, thus either alternative will have low adverse effects on health and welfare.

The projected mean carbon monoxide concentration level in the project site area in the year 1981 would be 127 percent of the 1990 values. Since the 1990 concentration levels are predicted to be well within the standard limit, concentration levels that are 27 percent higher in 1981 will also likely be within ambient air quality standards.

Lead concentrations in 1980 (assuming lead emissions are the same as today) will show the same relative trend as carbon monoxide levels. There would be no significant difference in lead levels between the Build and No-

Build alternatives. Absolute projections of lead in 1990 are not possible at this time, but even under the worst case assumption that emission factors for lead remain the same, it is unlikely that Oregon standards for lead would be exceeded. It is more probably that implementation of regulations requiring mandatory use of catalytic mufflers and unleaded fuel will significantly decrease lead levels by 1990.

The potential impact on photochemical oxidants in the Portland area cannot be quantitatively evaluated at this time. However, the total emission calculations show an improvement for all years over the existing conditions. In view of a very significant reduction in hydrocarbon emissions in future years, it is expected that the photochemical oxidant levels under either the Build or No-Build alternative will show a significant improvement over the existing conditions.

The secondary air quality impacts, particularly those that might impact the Mocks Crest residential area, resulting from industrial development of Mocks Bottom were not specifically addressed by this study. However, the air quality impacts of the traffic generated by the development (usually the major source of pollution) were a central element of the analyses and no violations were found to occur in the residential areas. Additionally, any industry which is an air quality pollutant source would have to obtain a permit from DEQ prior to construction. This process guarantees that new development will not occur if it is projected to degrade air quality in violation of the standards.

The construction activities will have three short-term effects on air quality: (1) slight increase in particulate matter and nitrogen oxide emissions due to the presence of heavy diesel construction machinery, (2) slight increase in local emissions at the project site due to the decreased speeds caused by detours, and (3) increase in particulate matter concentrations due to the dust stirred up by the equipment entering and leaving the construction area.

The increased particulate matter levels will be the largest component of the air quality impact during the construction period. Prior to commencing construction activity, it is necessary to OSHD to make application to DEQ for an Indirect Source Construction Permit in accordance with Oregon Administrative Rules, Chapter 340, Sections 20-100 to 20-135. The regulations require that definite efforts be made to minimize these effects. Actions that might be taken include the use of water on dirt roads and the reduction of speeds by heavy machinery to check excessive dust clouds. Watering dirt roads twice daily could reduce the dust emissions by up to 50 percent (Jutze et al, 1973).

The construction impact on air quality cannot be determined at this stage since specific construction plans have not yet been developed. However, this impact is expected to be temporary and the quantities of pollutants generated

TABLE 2-17a

TOTAL EMISSIONS IN GRAMS, ALL ROAD SEGMENTS

YEAR	TIME PERIOD	ALTERNATIVE	CARBON MONOXIDE	HYDRO-CARBONS	NITROGEN OXIDES	PARTICULATE
76	AV DAY (a)	EXISTING	7093285	896462	942842	80673
1976	AV DAY	W-NTR (d)	7098489	897216	944031	80820
1990	AV DAY	NO BUILD (e)	2476267	236279	742532	54091
1990	AV DAY	NO B,W-NTR (f)	2482905	236626	743224	54249
1990	AV DAY	BUILD (g)	3026921	288276	867876	63877
1976	PEAK HR (b)	EXISTING	672468	84095	76534	6860
1976	PEAK HR	W-NTR	672468	84095	76534	6860
1990	PEAK HR	NO B,W-NTR	247675	26193	57416	4605
1990	PEAK HR	BUILD	309522	32538	71450	5619
1976	PTH (c)	EXISTING	359221	44200	54229	4496
1976	PTH	W-NTR	359221	44200	54229	4496
1990	PTH	NO B,W-NTR	143054	11577	46474	3295
1990	PTH	BUILD	174204	14023	53827	3920

(a) AV DAY = Average day
(b) PEAK HR = Peak hour (4:00-5:00 p.m.)
(c) PTH = Peak truck hour
(d) W-NTR = With night truck route
(e) NO BUILD = No Greeley/I-5 ramps, no night truck route
(f) NO B, W-NTR = No Greeley/I-5 ramps, but with the night truck route
(g) BUILD = With the Greeley/I-5 ramps

TABLE 2-17a

TOTAL EMISSIONS IN GRAMS, ALL ROAD SEGMENTS

YEAR	TIME PERIOD	ALTERNATIVE	SULFUR OXIDES	SULFURIC ACID	ALDEHYDES	ORGANIC ACIDS
1976	AV DAY	EXISTING	36927	1070	1837	1837
1976	AV DAY	W-NTR	37080	1070	1852	1852
1990	AV DAY	NO BUILD	38783	5282	1932	1932
1990	AV DAY	NO B,W-NTR	38939	5282	1946	1946
1990	AV DAY	BUILD	46210	6088	2369	2369
1976	PEAK HR	EXISTING	2806	99	111	111
1976	PEAK HR	W-NTR	2806	99	111	111
1990	PEAK HR	NO B,W-NTR	3108	520	123	123
1990	PEAK HR	BUILD	3806	630	153	153
1976	PTH	EXISTING	2508	48	163	163
1976	PTH	W-NTR	2508	48	163	163
1990	PTH	NO B,W-NTR	2606	233	170	170
1990	PTH	BUILD	3135	264	210	210

from the construction activities are expected to be low as compared to the existing emission sources. While it is impossible to quantify this impact, it is necessary to take all possible steps to minimize these effects. Suggested mitigating actions include watering dirt roads, wetting down truck loads, and staggering tasks which lead to high particulate concentrations, such as grading, paving, and demolition, on a daily or weekly basis.

Based on results of this study, the proposed project is considered to be consistent with the State Implementation Plan as it will not prevent the attainment and mainteance of the ambient air quality standards. The Department of Environmental Quality concurs in this consistency determination. See letter of concurrence in Appendix A.

2.9 NOISE

This study assesses traffic noise impact expected during the design year 1990 as a result of the implementation of the Build alternative, which entails improvements to the Basin/North Going interchange and Greeley/I-5 ramps, or the adoption of the No-Build alternative, which assumes that such improvements will not be constructed. The No-Build alternative may or may not include a nighttime truck route. The noise impacts of the No-Build alternative both with and without the nighttime truck route are assessed in this study as well.

The noise impact study conforms with the procedures and requirements set forth by the Federal Highway Administration (U.S. Department of Transportation 1976b). The study report contains (1) background ambient sound levels, (2) estimated future ambient noise levels, (3) noise impact assessments, and (4) mitigating measures.

Additionally, an independent noise study* was performed for the Port of Portland which assesses the noise impacts of the development of Mocks Bottom.

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*Noise Assessment for Proposed Expansion of Swan Island Industrial Park, May 9, 1977, ACOUSTECH No. 22-707, prepared for Port of Portland by ACOUSTECH, AGM, INC., Seattle, Washington.

2.9.1 Background Ambient Sound Levels

An ambient sound level survey was conducted to document the existing sound quality in the project area and to establish a basis for assessing traffic-related noise impact. Measurements were made at noise-sensitive locations such as schools, hospitals, homes, and apartments, as well as at areas where the greatest impact might occur. Measurements were made at three different time periods corresponding to peak-hour, midday, and night-time traffic voluesm.

A summary of ambient sound levels, as measured at locations indicated on Figure 2-18 and Table 2-18, are presented in Table 2-19.(a)

The project area is located in an urban and industrial section of Portland. Like most urban areas, the dominating noise source is vehicular traffic. The acoustical environment near the major roads such as I-5, North Going Street, and Greeley Avenue are totally dominated by traffic noise. At locations further from these arterials, other noise sources (both natural and man-made) dominate the environment. Ambient noise levels along North Going Street are presently very high, exceeding federal guidelines by 10 decibels, due to the present high traffic volumes. The acoustical environment at this location and along Greeley Avenue north of North Going Street is totally dominated by traffic noise. Noises associated primarily with train yard operations and secondarily with vehicular traffic contribute to ambient noise levels at areas in the vicinity of Overlook Boulevard (near the southern section of Greeley Avenue).

The ACOUSTECH study, site 2, was located at the traffic triange formed by N. Willamette Boulevard, N. Bryant Street and N. Wabash Avenue. The site was one foot north of the N. Willamette sidewalk and about 60 feet from the edge of the bluff. The ambient L_{10} noise level at this location was 73 dBA. The noise environment at this point is dominated by traffic noise from Willamette Boulevard.

(a) Chapter 9 of Volume II contains the definitions of sound level descriptors used in Table 2-19.

FIGURE 2-18

AMBIENT SOUND MEASUREMENT LOCATIONS

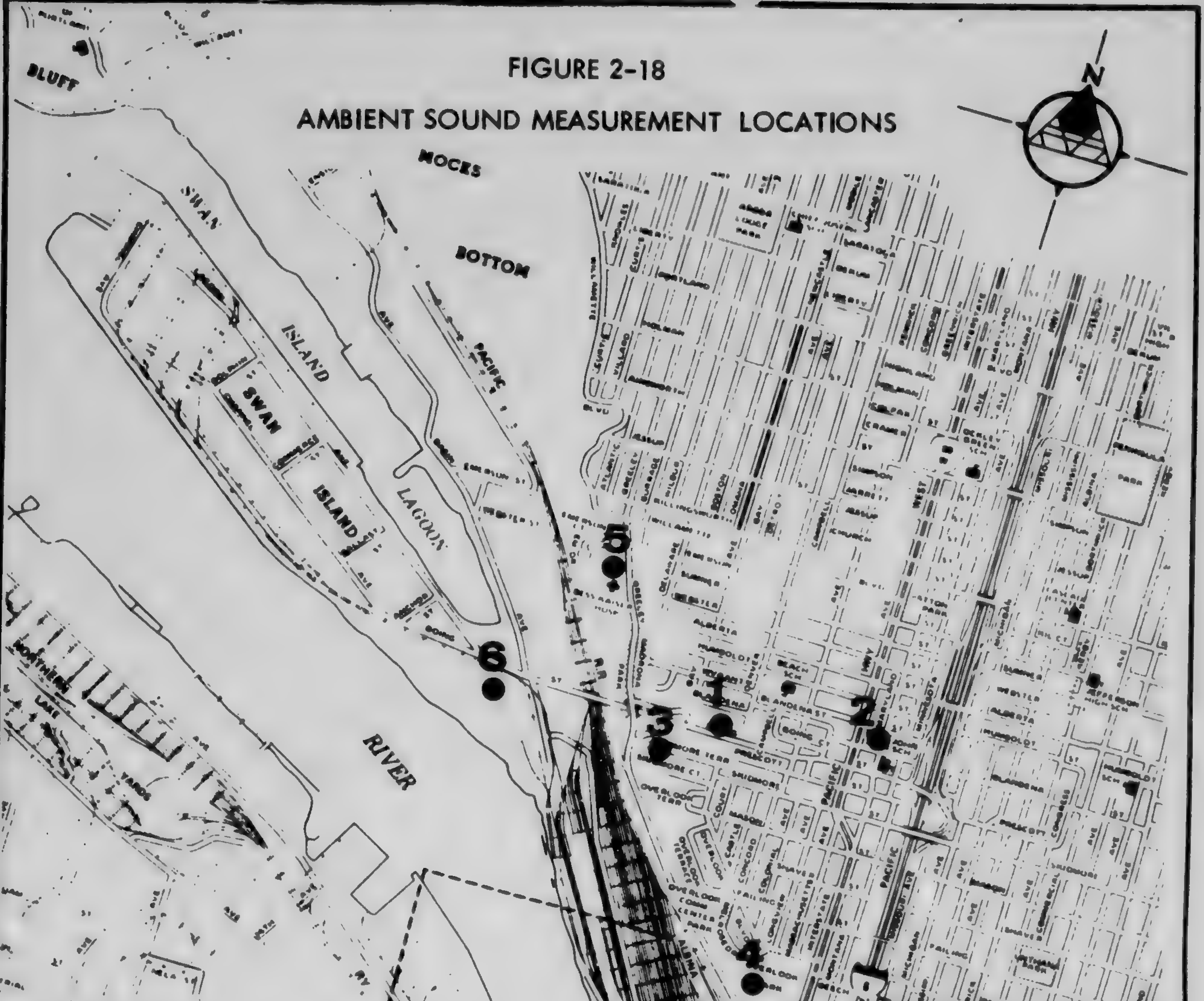
N
BLUFF
MOCKS
BOTTOM
SWAN
ISLAND
SWAN
ISLAND
LAGOON
RIVER
PACIFIC
5
6
1
2
3
4
7
1000 0 1000 2000 3000
SCALE IN FEET

TABLE 2-18

AMBIENT NOISE MEASUREMENT LOCATIONS

Measurement Locations	Description
1	2015 North Going Street (30 feet from edge of roadway)
2	Maryland Street and Blandena Street (220 feet from edge of North Going)
3	2227 Skidmore Terrace (Near Overlook Boulevard overlooking Greeley, 10 feet from edge of embankment)
4	Overlook Park and Permanente Clinic (Near Overlook Boulevard, 200 feet from Clinic and 15 feet from edge of embankment)
5	5227 Greeley Avenue and Bess Kaiser Hospital (North of North Going, 20 feet from edge of Greeley)
6	Near Ports O'Call, North Going Street on Swan Island (West of Basin Avenue, 80 feet from edge of North Going)
7	Holiday Inn and Memorial Coliseum (60 feet southeast of Coliseum entrance, 40 feet from edge of Wheeler Avenue)

TABLE 2-19

SUMMARY OF AMBIENT NOISE MEASUREMENTS
(Expressed in Decibels)

Daytime Peak Traffic

Location	1	2	3	4	5	6	7
Date	7/21/77	7/20/77	7/18/77	7/19/77	7/19/77	7/18/77	7/20/77
Time	3:45 p.m.	3:45 p.m.	4:00 p.m.	4:30 p.m.	3:45 p.m.	4:30 p.m.	4:30 p.m.
L_{90}(a)	67	50	57	57	53	61	60
L_{50}	75	54	61	61	64	65	64
L_{10}	80	59	65	66	72	70	68

Average Daytime Traffic

Date	7/19/77	7/19/77	7/19/77	7/18/77	7/18/77	7/18/77	7/20/77
Time	1:30 p.m.	12:40 p.m.	11:50 a.m.	2:30 p.m.	1:50 p.m.	12:45 p.m.	1:10 p.m.
L_{90}	59	49	55	56	49	54	58
L_{50}	72	53	59	59	60	58	61
L_{10}	79	59	63	64	69	65	66

Nighttime Peak Traffic

Date	7/22/77	7/21/77	7/19/77	7/19/77	7/20/77	7/20/77	7/21/77
Time	1:00 a.m.	1:35 a.m.	1:35 a.m.	1:00 a.m.	1:30 a.m.	1:00 a.m.	1:00 a.m.
L_{90}	44	41	48	50	41	49	48
L_{50}	60	43	54	54	44	55	53
L_{10}	76	50	60	61	58	62	58

(a) L_X = Noise level exceeded X percent of the time.

TABLE 2-20

COMPUTED 1990 AMBIENT L_{10} NOISE LEVELS DURING DAYTIME PEAK TRAFFIC HOURS (dBA)

Measurement Location	Location Description	Traffic Hour	Existing 1976 Ambient	Build 1990	No-Build 1990
1	2015 North Going Street	Peak Hour 4:00 - 5:00 p.m.	80	81	82
		Peak Truck Hour 9:00 - 10:00 a.m.	81	82	82
2	Maryland Street and Blandena Street	Peak Hour 4:00 - 5:00 p.m.	59	60	61
		Peak Truck Hour 9:00 - 10:00 a.m.	60	61	61
3	2227 Skidmore Terrace	Peak Hour 4:00 - 5:00 p.m.	65	65	65
		Peak Truck Hour 9:00 - 10:00 a.m.	65 (estimated)	65	65
4	Overlook Park and Permanente Clinic	Peak Hour 4:00 - 5:00 p.m.	66	66	66
		Peak Truck Hour 9:00 - 10:00 a.m.	66 (estimated)	66	66
5	5227 Greeley Street and Bess Kaiser Hospital	Peak Hour 4:00 - 5:00 p.m.	72	74[a]	74[a]
		Peak Truck Hour 9:00 - 10:00 a.m.	0	0	0
6	Near Ports O'Call, North Going Street	Peak Hour 4:00 - 5:00 p.m.	70	73	72
		Peak Truck Hour 9:00 - 10:00 a.m.	72	73	72

(a) Assumed 50% increase in traffic volume.

TABLE 2-21

COMPUTED 1990 AMBIENT L_{10} NOISE LEVELS DURING NIGHTTIME PEAK TRUCK HOUR (1:00 - 2:00 A.M.)

Measurement Location	Description	Existing 1976	Build 1990	No-Build With Nighttime Truck Route 1990	No-Build Without Nighttime Truck Route 1990
1	2015 N Going Street (30' from edge of road)	76	72	70	77
3	2227 Skidmore Terrace (10' from edge of embankment)	60	61	61	60
4	Overlook Park by Permanente Clinic (200' from clinic and 15' from edge of embankment)	61	62	62	61
7	Holiday Inn and Memorial Coliseum (40' from Wheeler Avenue and 60' from Coliseum entrance)	58	62	82	62

TABLE 2-22

FEDERAL HIGHWAY ADMINISTRATION NOISE STANDARDS[(a)]

Land Use Category	Design Noise Level (L_{10})	Description of Land Use Category
A	60 dBA (Exterior)	Tracts of land in which serenity and quiet are of extraordinary significance and serve an important public need, and where the preservation of those qualities is essential if the area is to continue to serve its intended purposes. Such areas could include amphitheaters, particular parks or portions of parks, or open spaces which are dedicated or recognized by appropriate local officials for activities requiring special qualities of serenity and quiet.
B	70 dBA (Exterior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, picnic areas, recreation areas, playgrounds, active sports areas and parks.
C	75 dBA (Exterior)	Developed lands, properties or activities not included in categories A and B above.
D		Undeveloped lands.
E	55 dBA (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals and auditoriums.

(a) Data from U.S. Department of Transportation (1976b).

TABLE 2-23

COMPARISON OF 1990 AMBIENT NOISE LEVELS WITH FHWA DESIGN L_{10} LEVELS

Measurement Location Measurement Location	Location Description	Traffic Hour	No-Build 1990 Ambient Levels	Noise Comparison FHWA Design Level for Land Use Category B - 70 dB -	Build 1990 Ambient Levels	Noise Level Comparison FHWA Design Level for Land Use Category - 70 dBA -
1	2015 North Going Street	Peak Hour 4:00 - 5:00 p.m.	82	+12	81	+11
		Peak Truck Hour 9:00 - 10:00 a.m.	82	+12	82	+12
2	Maryland Street and Blandena Street	Peak Hour 4:00 - 5:00 p.m.	61	- 9	60	-10
		Peak Truck Hour 9:00 - 10:00 a.m.	61	- 9	61	- 9
3	2227 Skidmore Terrace	Peak Hour 4:00 - 5:00 p.m.	65	- 5	65	- 5
		Peak Truck Hour 9:00 - 10:00 a.m.	65	- 5	65	- 5
4	Overlook Park and Permanente Clinic	Peak Hour 4:00 - 5:00 p.m.	66	- 4	66	- 4
		Peak Truck Hour 9:00 - 10:00 a.m.	66	- 4	66	- 4
5	5227 Greeley Avenue and Bess Kaiser Hospital	Peak Hour 4:00 - 5:00 p.m.	74	+ 4	74	+ 4
		Peak Truck Hour 9:00 - 10:00 a.m.	not available	-	not available	-
6	Near Ports O'Call, North Going Street	Peak Hour 4:00 - 5:00 p.m.	72	Not applicable	73	Not applicable
		Peak Truck Hour 9:00 - 10:00 a.m.	72	Not applicable	73	Not applicable

2.9.2 Estimated Future Ambient Noise Levels

Design year peak hour ambient noise levels were estimated from traffic projections made by Oregon Department of Transportation and an FHWA-developed highway noise prediction model described in NCHRPR No. 117 (Highway Research Baord 1971) and No. 144 (Highway Research Board 1973).

The results of these computations based on design year daytime peak traffic hours for both the Build and No-Build alternatives are presented in Table 2-20. The computations indicated that 1990 daytime traffic noise levels generated by the Build alternative will be within 1 decibel of that produced by the No-Build alternative, an imperceptible difference.

Results of computed noise levels during design year nighttime peak truck hour (1:00 a.m. - 2:00 a.m.) for the Build and No-Build alternative both with and without the nighttime truck route are presented in Table 2-21.

Computed noise levels for site 2 of the ACOUSTECH study indicate a 1 dBA increase to 74 dBA with full development of Swan Island.

2.9.3 Noise Impact Assessment

Noise impact was assessed by comparing projected design year ambient noise levels with the FHWA noise standards established for different land uses. The FHWA uses the A-weighted sound level exceeded 10 percent of the time (L_{10}) during the peak traffic hour as the design guide for highways. Land uses in excess of FHWA noise standards were quantified and compared with present conditions. Projected ambient noise levels were also compared with existing ambient levels to determine projected increases in ambient levels.

Highway design noise standards are presented in Table 2-22. Most of the noise-sensitive land uses in the project area (such as residences, schools, hospitals, recreational parks, etc.) fall within FHWA Land Use Category B. Table 2-23 contains the estimated 1990 noise levels and the FHWA-established L_{10} design standards. A comparison of estimated design hour ambient noise levels with FHWA design noise level standards for Land Use Category B (L_{10} = 70 decibels) indicates that areas along North Going Street and Greeley Avenue north of North Going Street will exceed the standard under both the Build (by 11 and 4 decibels, respectively) and No-Build alternatives (by 12 and 4 decibels, respectively). However, the increase in daytime ambient noise levels will be insignificant under either alternative (a maximum increase of 3 decibels), and there will be no discernible difference in noise levels between the two alternatives (a maximum difference of 1 decibel).

A greater number of noise-sensitive land use units (such as residences, schools, etc.) will be exposed to levels above the FHWA L_{10} standard in 1990 under both the Build and No-Build alternatives than under existing conditions. The number of single-family housing units subjected to noise levels in excess of FHWA standards (70 decibels) will increase from 50 to 70; the number of multi-family dwellings from 63 to 68. A complete tabulation of land use units exposed to levels above the FHWA standard is presented in Table 2-24. Noise contours for the 65, 70, and 80 dBA levels are shown on Figures 2-19, 2-20, and 2-21.

Ambient noise levels along North Going Street and Greeley Avenue north of North Going Street are currently very high (80 and 72 decibels, respectively). The increase in noise level due to future traffic will be minimal (Table 2-25), by 1 and 2 decibels, respectively, under the Build alternative, which is not perceptible to the human ear.

Nighttime noise level along North Going Street will be perceptibly reduced under both the Build alternative (by 4 decibels) and No-Build With Nighttime Truck Route alternatives (by 6 decibels). However, noise-sensitive land uses along sections of the nighttime truck route will be subjected to substantial increases in ambient noise levels if the truck route is implemented (Table 2-21). Ambient sound levels will remain unchanged from present levels for the No-Build Without Nighttime Truck Route alternative except for an insignificant increase of 4 decibels to 62 decibels near the Holiday Inn and Memorial Coliseum on Wheeler Avenue (measurement location was in the Coliseum parking lot across from the Holiday Inn).

The noise level increase resulting from development of Mocks Bottom will not be perceptible to the human ear. The noise environment above the bluff is dominated by traffic noise from sources other than Swan Island.

2.9.4 Mitigative Measures

The background ambient sound level study suggest that mitigative measures are presently desirable. Neither the Build nor the No-Build alternative would change the sound level perceptibly. Because the project itself fails to impact the existing situation either positively or negatively, it was decided by interagency agreement that the noise mitigation would be dealt with as a separate project.

The City of Portland is applying for Economic Development Administration (EDA) funding for the proposed mitigation. A DEIS and hearing are scheduled for the spring of 1979. Information on the proposed project taken from the consultants preliminary acoustic design analysis includes the following mitigative measures:

1. On Going Street between Denver Avenue and Interstate Avenue, a six-foot masonary wall on minor amounts of fill for leveling is proposed. Construction on the barrier would require relocation of residents and removal of dwellings fronting directly on Going Street. Noise reduction in this area is projected to be about 6 to 13 dBA (L_{10}). An alternative to barriers would be sound proofing of residences with removal of those not adaptable to soundproofing. The result is a noise reduction of 4 to 19 dBA (L_{10}).

2. In the western portion of the project (generally west of Denver Avenue), houses are separated from Going Street by a tree covered bluff area. In this area the proposed barrier is a five-foot high concrete block wall at the top of the bluff. Noise reduction is expected to be in the order of 8 to 12 dBA (L_{10}). Alternate treatment by soundproofing the dwellings would reduce the noise level by 4 to 9 dBA (L_{10}). This portion of the project requires no relocation but will require property purchases and/or easements.

3. On Going Street, east of Interstate Avenue, construction of a six-foot high wall atop a six-foot berm with integration of the wall with some structures is proposed. This causes minor relocation and has a noise reduction of 8 to 13 dBA. An alternative would be soundproofing structures with minor removal of dwellings under this alternative. Noise reduction would be 8 to 11 dBA.

4. Apartments in the canyon area on Going Street would be relocated or demolished. Some of the structures could adequately be protected by soundproofing. This would allow salvage of some of the structures with a reduction in the number of rental units or a change in use for the structures.

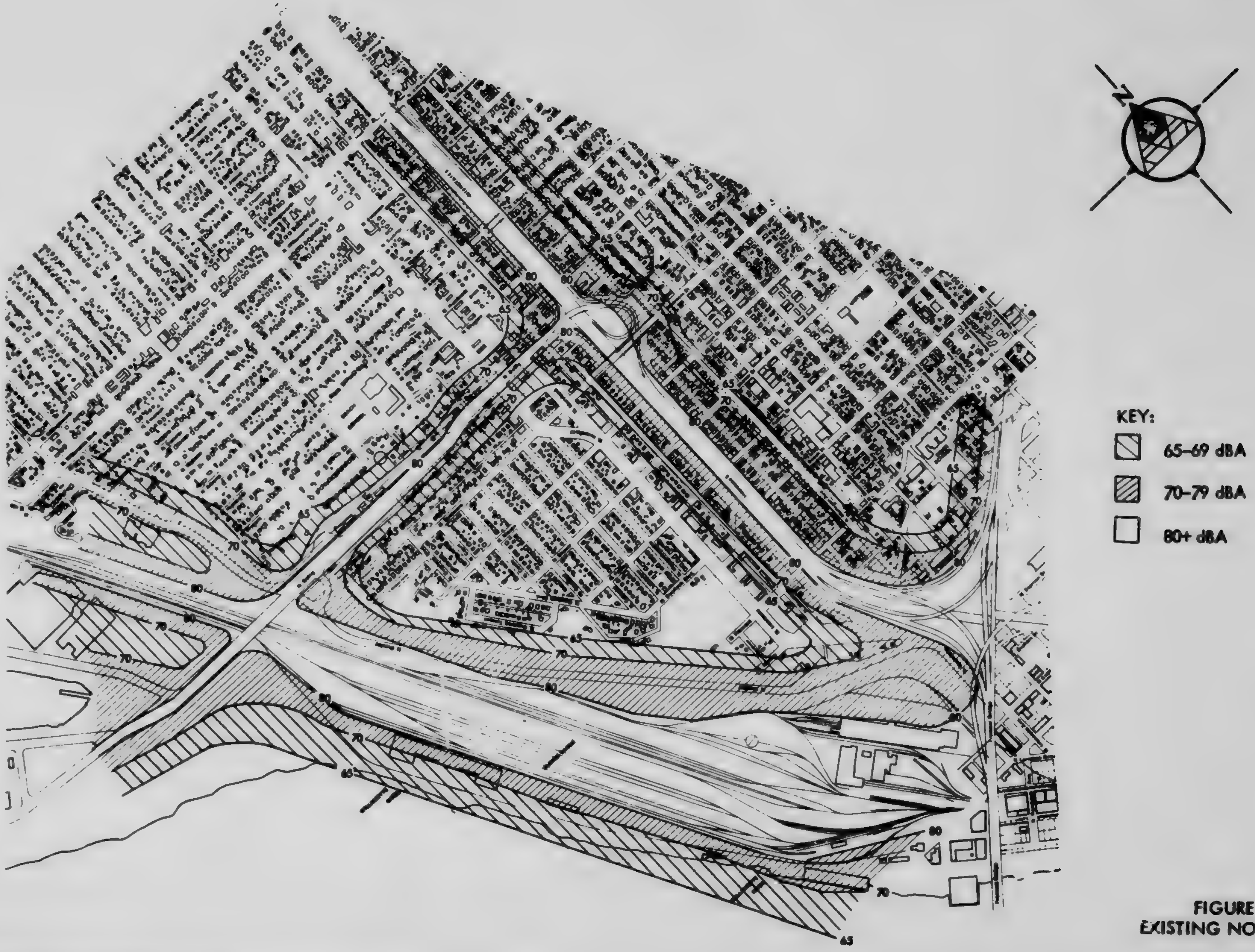
N
KEY:
▧ 65–69 dBA
▨ 70–79 dBA
☐ 80+ dBA
65
70
80

FIGURE 2-19
EXISTING NOISE CONTOURS

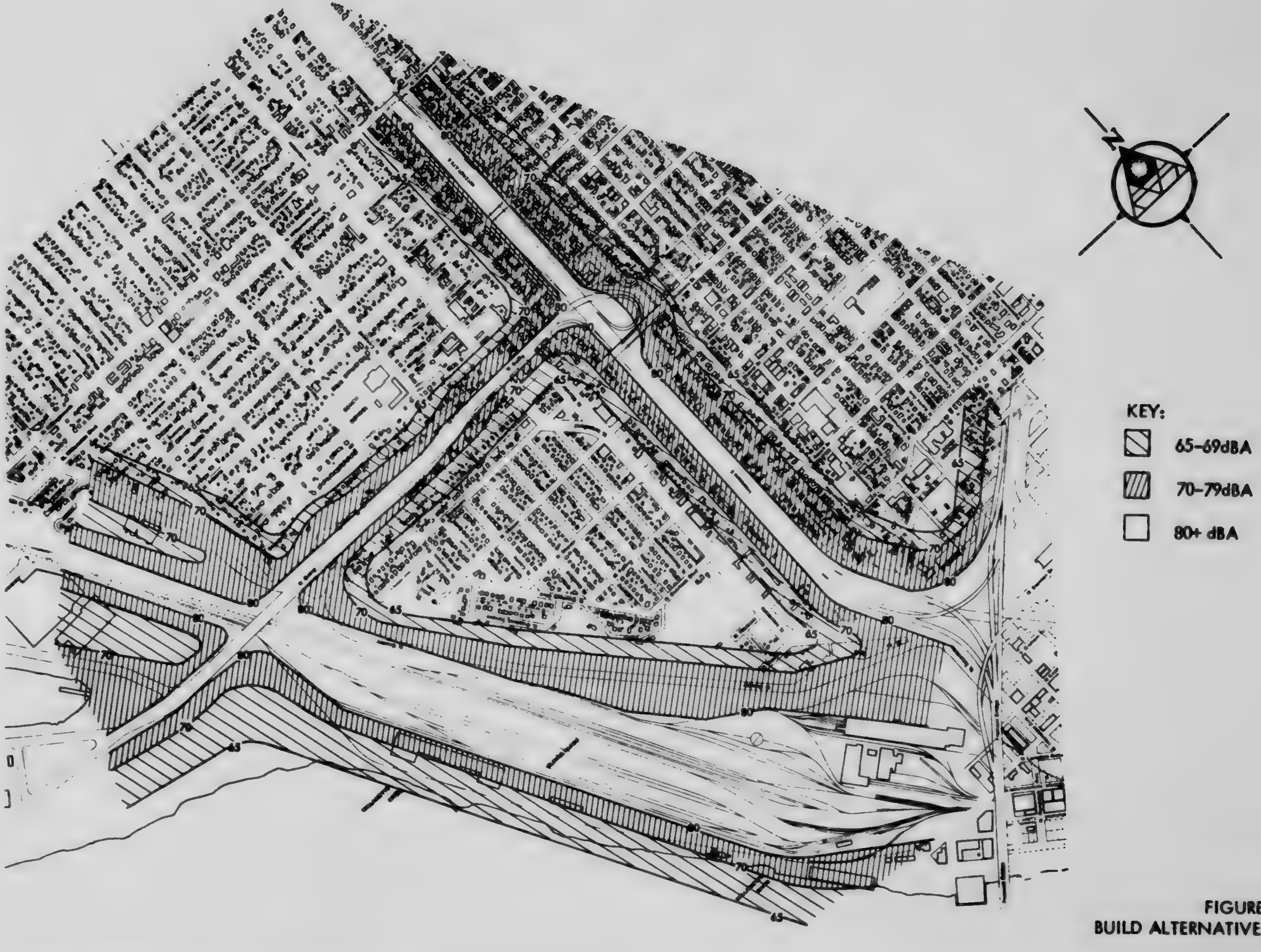
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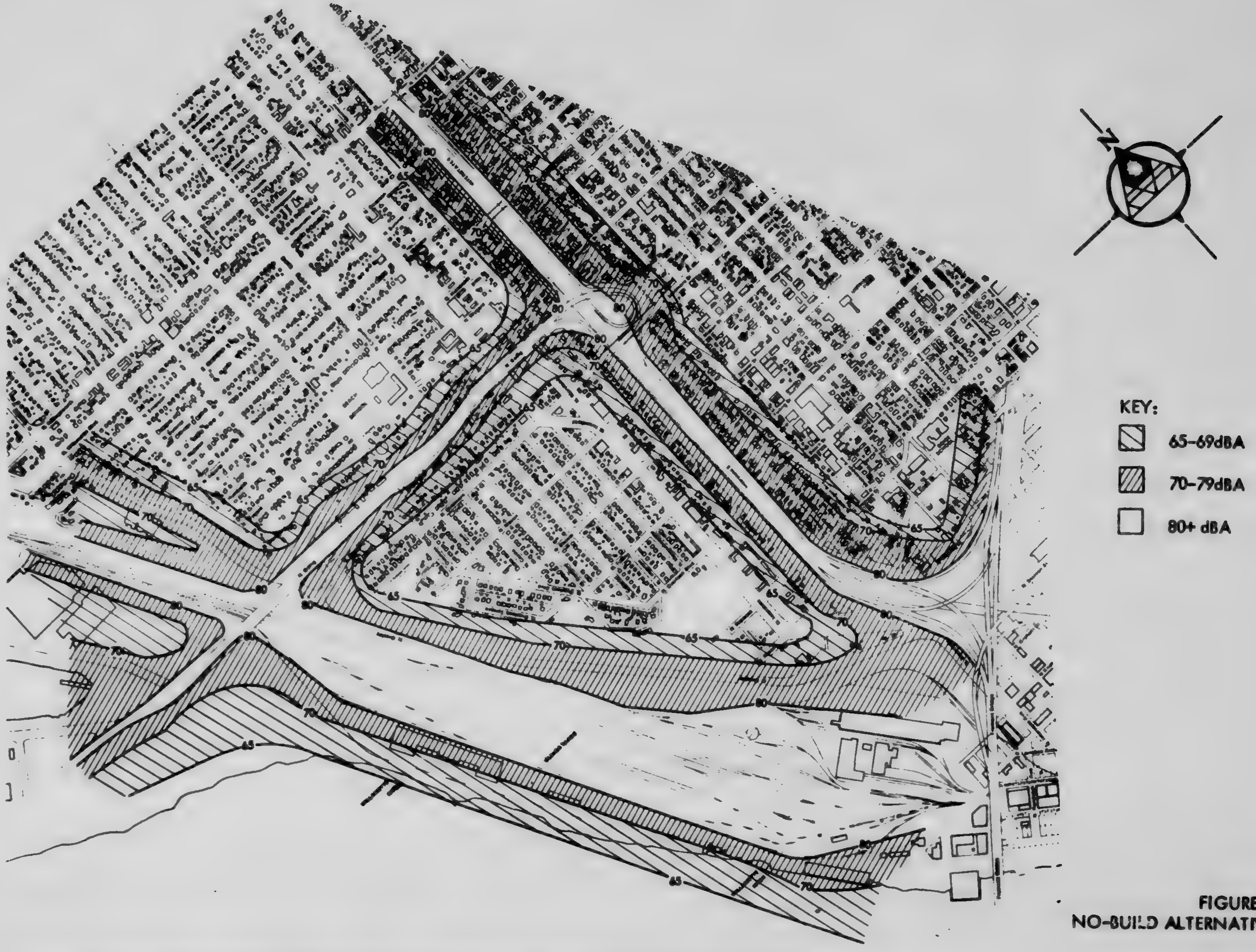
FIGURE 2-20
BUILD ALTERNATIVE NOISE CONTOUR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70
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FIGURE 2-21
NO-BUILD ALTERNATIVE NOISE CONTOUR

TABLE 2-24

LAND USE UNITS EXPOSED TO L_{10} SOUND LEVELS ABOVE 65 DECIBELS

PRESENT AND 1990 DESIGN YEAR PEAK HOUR[a]

	Single-Family			Multi-Family			Medical			Religious		
	Decibels			Decibels			Decibels			Decibels		
	Above 80	70-80	65-70	Above 80	70-80	65-70	Above 80	70-80	65-70	Above 80	70-80	65-70
PRESENT												
North Going Street (Greeley to Montana)	14	22	49	24	39	16	0	0	0	1	0	1
Greeley Avenue (South of North Going Street to Interstate)	0	5	12	0	0	0	0	0	0	0	0	0
Greeley Avenue (North of North Going Street to North Willamette)	0	9	34	0	0	0	0	0	0	0	0	0
Total	14	36	95	24	39	16	1	0	0	1	0	0
BUILD AND NO-BUILD ALTERNATIVES												
North Going Street	18	29	54	27	41	11	0	0	0	1	1	0
Greeley Avenue (South of North Going Street)	0	5	12	0	0	0	0	0	0	0	0	0
Greeley Avenue (North of North Going Street)	0	18	43	0	0	0	1	0	0	0	0	0
Total	18	52	109	27	41	11	1	0	0	1	1	0

(a) Data derived from 1977 Land Use Inventory maps for City of Portland and field observations.

TABLE 2-25

COMPARISON OF 1990 AMBIENT NOISE LEVELS WITH EXISTING AMBIENT NOISE LEVELS

Measurement Location	Location Description	Traffic Hour	Existing Ambient L_{10}	No-Build 1990 Ambient L_{10}	Increase in Noise Level	Build 1990 Ambient L_{10}	Increase in Noise Level
1	2015 North Going St.	Peak Hour 4:00 - 5:00 p.m.	80	82	+2	81	+1
		Peak Truck Hour 9:00 - 10:00 a.m.	81	82	+1	82	+1
2	Maryland Street and Blandena Street	Peak Hour 4:00 - 5:00 p.m.	59	61	+2	60	+1
		Peak Truck Hour 9:00 - 10:00 a.m.	60	61	+1	61	+1
3	2227 Skidmore Terrace	Peak Hour 4:00 - 5:00 p.m.	65	65	0	65	0
		Peak Truck Hour 9:00 - 10:00 a.m.	65	65	0	65	0
4	Overlook Park and Permanente Clinic	Peak Hour 4:00 - 5:00 p.m.	66	66	0	66	0
		Peak Truck Hour 9:00 - 10:00 a.m.	66	66	0	66	0
5	5227 Greeley Avenue and Bess Kaiser Hospital	Peak Hour 4:00 - 5:00 p.m.	72	74	+2	74	+2
		Peak Truck Hour 9:00 - 10:00 a.m.	Not available	Not available		Not available	
6	Near Ports O'Call North Going Street	Peak Hour 4:00 - 5:00 p.m.	70	72	+2	73	+3
		Peak Truck Hour 9:00 - 10:00 a.m.	72	72	0	73	+1

2.10 Energy

The energy impacts of the project were assessed from three perspectives: (a) energy consumption of construction; (b) energy efficiency of the Build route versus the No-Build route; and (c) comparison of total consumption of energy of 1990 traffic generated by the Build alternative versus the 1990 traffic generated by the No-Build alternative.

Energy consumption of construction was estimated using general conversion factors which link construction costs in particular types of construction industries with energy use. (Federal Department of Energy's State Energy Conservation Plan Handbook, pp. 61-80, was the source for the conversion factors.) The results are as follows:

Basin-Going Street Intersection

Alternative 1: 380 billion Btu's
Alternative 3C: 149 billion Btu's (selected alternative)

Greeley/I-5 Ramps

Alternative 2: 560 billion Btu's
Alternative 3: 634 billion Btu's (selected alternative)

Energy efficiency of the project was determined for the Build and No-Build alternatives rather than the design alternatives because there is very little difference between the designs. The Build route was found to consume 12 percent less energy than the No-Build route, assuming equal traffic on each route. The Build alternative, however, generates more traffic than the No-Build alternative, and accordingly, total consumption of energy is greater.

Annual BTU[1] Consumption Totals From Traffic Operations

Percentage of Traffic Stopped by Signals	1976 (No Build Route)	1990 (No-Build Route)	1990 (Build Route)
25% (low)	453.7 billion	466.5 billion	539.2 billion
50% (high)	467.1 billion	480.1 billion	555.4 billion

Source: Oregon Department of Transportation, January, 1979

[1] One billion BTU's equals approximately 8000 gallons of gasoline.

On a regional scale it is unlikely that total energy consumption is, in net, greater for the Build alternatives; several reasons support this belief. Traffic is generated by the project because it will allow expanded development on Swan Island. This development would likely occur elsewhere in the region if access were not improved to this area. It is not possible to determine what the energy impact of traffic generation from development at other sites is, however. It is likely, though, that Swan Island's central location and access to rail and water transportation facilities, as well as the interstate highway system, combine to form a more energy efficient complex than might be achieved at other industrial sites. Transportation costs and the ease of finding labor willing to travel to a plant site are among principle locating factors for industry. The steady demand for sites on Swan Island lends support to the belief that Swan Island compares favorably with other industrial sites and is therefore likely to contribute positively to net regional energy efficiency.

3.0 PROBABLE ADVERSE IMPACTS THAT CANNOT BE AVOIDED

This section briefly discusses those project-associated impacts that cannot be completely avoided.

(1) Transportation: Traffic will be redistributed along the arterials within the study area. Despite the employment of mitigating measures, the greater volumes of traffic will cause increased congestion, a higher incidence of motor vehicle accidents, and other significant traffic-associated impacts. Full development of Swan Island under the Build alternative will likely have peripheral effects on regional transportation systems (such as greater rail traffic to and from Swan Island), but the nature and extent of these impacts cannot be accurately determined.

(2) Utilities: Relocation of some utilities will be required..

(3) Land Use: Some land use conversion will take place. Residential uses immediately adjacent to arterials carrying heavier traffic will become less desirable.

(4) Socioeconomics: Community stability along North Going Street will continue to deteriorate. Several taxable properties and family units will be displaced in conjunction with improvements made at Greeley/I-5. Certain costs will be incurred due to the relocation of persons, structures, and utilities.

(5) Geology, Soils, Hydrology: Minor landscape changes will occur. Project development will require the commitment of construction materials and fill.

(6) Biology and Water Quality: There will be minor disruptions in biota resulting primarily from small-scale distruction of habitat and traffic-noise impacts. A temporary decline in the water quality of surface water resources near the project facilities may be expected.

(7) Air Quality: Emissions of pollutants will be greater along arterials carrying increased traffic.

(8) Noise: Increased traffic will cause minor increases in already high noise levels along North Going Street. Increases in noise levels will be more significant on Greeley Avenue.

4.0 RELATIONSHIP BETWEEN LOCAL SHORT-TERM USES OF MAN'S ENVIRONMENT AND THE MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY

Centralized industrial development at Swan Island will result in an increase in regional and local employment and in other induced economic benefits for the region, while causing a deterioration of neighborhood stability and lowering of the desirability of residential uses adjacent to North Going Street and Greeley Avenue. These adverse effects will be confined to a relatively small area; i.e., near Swan Island.

On the other hand, if full development of Swan Island does not occur, as under the No-Build alternative, and potential industrial expansion is displaced elsewhere in the region, the adverse effects are likely to be more substantial. If industrial development occurs elsewhere, conflicts with existing land use will probably be greater as compared to Swan Island, where such use conforms to plans, policies, as well as precedent. Such development would also likely be more widely (and remotely) distributed than would be the situation for Swan Island. This would cause greater inefficiency in the use of transportation facilities, energy, as well as human resources.

A slight reduction in the property tax base will result from acquisition associated with Greeley/I-5 interchange improvements. However, the value of taxable properties on Swan Island will increase, resulting in an overall gain in tax revenues. Overall, land and related resources will be used during the short term for transportation facilities, thus displacing existing uses during this period. However, these short-term uses will not necessarily preclude other long-term uses since future conversion of the proposed transportation facilities to other uses is feasible.

5.0 IRREVERSIBLE AND IRRETRIEVABLE COMMITEMENT OF RESOURCES

The Build alternative will result in the displacement of homes and family units, which is a commitment of human and related resources that cannot be reversed. Fuel and manpower will be expended during the construction phase of the project. Construction and fill materials will be committed for the lifetime of the project facilities.

6.0 COMMENTS

6.1 Introduction

The Draft Environmental Impact Statement was released and circulated to reviewing agencies and the public on February 14, 1978.

The project hearing was held on March 15, 1978 at Humboldt School, Portland, Oregon. Approximately 45 persons were present at the hearing. Comments on the project and the Draft Environmental Impact Statement were received in the form of recorded testimony at the hearing, comments on hearing registration cards, and letters. Twenty such items of testimony were received. Sixteen people felt the project build alternatives were acceptable or made no indication of their opinion. Four people opposed the projects. One speaker specifically stated his preference for Alternative 1 of the Basin/Going Street project and another speaker for Alternative 3C. Of the Greeley/I-5 alternatives, one speaker preferred Alternative 2 and two speakers preferred Alternative 3.

6.2 Summary of Comments

HEARING COMMENTS

Name	Comments Summary	Index Number of Comment and Response
Mr. K. D. Kinney	Concerned about congestion increase in truck generation, connections to I-405, noise and air quality.	1
Mr. Don Fontana	Comments on congestion, noise and air pollution; suggests more use of public transportation.	
Mr. Richard J. Terry	Favors Alternates 1 and 3.	
Mr. Simon G. Stanich	Questions why meeting is held at Humboldt School since it's not in the affected area. Concerned about amount of money paid consultants. Wants solution to northbound traffic. Doesn't think the statement Should mention nighttime truck route.	2

Name	Comments Summary	Index Number of Comment and Response
Hon. Howard L. Cherry	Comments on how long it takes State government to reach a solution. Favors Alternate 3.	
Mr. Gerie L. Weaver	Neighborhood is concerned about view obstruction. Favors the lowered elevated route to help break up traffic.	
Mr. Herb Simpson	Favors Alternate 2. Concerned about effect these proposals would have on his business property.	
Mr. Robert S. Orr	Says that Union Pacific Railraod favors having a traffic light put in and favors no-build alternative.	
Mr. Morton Michelson	States that the development of Swan Island greatly depends on this roadway system. The Port of Portland wishes to divert traffic away from the key intersections down Greeley to Interstate so that businesses and the neighborhood would be benefitted.	
Mr. Bill Lind	City Council favors the build concept.	
Unidentified Man	Suggests building tunnel through St. Johns.	
Mr. Dale Callicrate	Concerned about the safety of the crosswalks for school children and the noise made by trucks.	
Mr. Charlie Harris	Wants to know if the impact on traffic patterns north of Greeley is in the EIS; suggests a park-and-ride facility be put on corner of Interstate and Going; supports a no-build alternative.	
Mr. Aeid Nuljon	Thinks it would be cheaper to improve this existing access. Is concerned about noise and air pollution and traffic congestion.	

Name	Comments Summary	Index Number of Comment and Response
CARD COMMENTS		
Mr. Roy W. Marvin	Has a thorough investigation of the railroad cut through the peninsula as access to the freeway been made?	
Mr. Charlie Harris	Due to environmental impact (especially with respect to impact on air quality from increased vehicular traffic) and impact on traffic patterns north of Greeley/Going intersection, I favor the no-build alternative above all.	3, 4
Mr. Aeid M. Nuljon	The proposed project seems objectionable to me because of increasing our pollution and traffic congestion and neighborhood instability.	
Mrs. W. L. McPherson	There should be an off at the other end of Swan Island. Eventually it will be necessary; why now now? They could use the Portland Boulevard freeway entrance.	
Ms. Lana Nelson	Tri-Met will submit written comments by May 27, 1978. (Representing Tri-Met)	

LETTERS - AGENCIES

		Date	
Port of Portland	States that the continued development of Swan Island depends upon improvements of the capacity of roads. Duscusses 11 additional editorial comments on the DEIS.	3/15/78	10

Name	Comment Summary	Date	Index Number of Comments and Responses
Tri-Met	Budget constraints may prevent Tri-Met's commitment of the level of transit service required to obtain proposed modal split. The present layout of buildings and sidewalks makes it difficult for transit riders to reach their destinations.	4/3/78	
Dept. of Interior	If future fill permits are required for placing of fill in Swan Island Lagoon, a separate evaluation of impacts on fish and wildlife resources may be required.	4/10/78	
Dept. of Env. Quality	Request further information on air quality. Treatment of noise impacts is inadequate because mitigative measures are not discussed in depth nor are the impacts of such measures discussed.	6/22/78	7
U.S. Dept. of Energy	The DEIS does not adequately address energy use or energy conservation associated with the alternatives considered and proposed mitigative measures.	3/31/78	8
City of Portland	The importance of transit should be emphasized. A bike route should be provided on the east side of Greeley. Other editorial comments.	3/31/78	
U.S. Env. Prot. Agency	No objections	4/10/78	
LETTERS - INDIVIDUALS			
Union Pacific RR Co.	Concerned about traffic control at entrance to their yard south of the intersection of Basin and Going Streets.	3/21/78	5

Name	Comment Summary	Date	Index Number of Comments and Responses
North Portland Citizens Committee:			
--Barbara Jaeger	Disappointed with exclusion from EIS of Going Street corridor. Hopes that there be more evidence in the future of a better understanding of residents' frustrations in highly impacted areas.	3/15/78	
--Edward Ketzel	Takes exception to the lengthy, costly, bureaucratic language in EIS's. Believes this EIS protects the industrial area instead of the neighborhood that receives the heaviest impact. Felt that there was little citizen input at the public hearing.	3/29/78	
V. W. Church	Why do you put a bus transfer site in the middle of the lagoon? Concerned about noise and air pollution. Why not run a train from Vancouver to Swan Island for workers.	3/21/78	
Citizens Advisory Comm.	Disappointed over the work performed by the consultant. Endorses Proposal 2 of Greeley/ I-5 ramps and Proposal 3C of Basin/Going Int.	3/30/78	See Comment 6
Mrs. Eulalia Rossette	Hopes the project will not take houses on Going Street.	4/28/78	9

6.3 Response to Comments

Mr. K. D. Kinney

Comment #1:

Questioned the lack of connection to I-405.

Response:

The feasibility of connecting ramps from Greeley to I-405 was examined during preliminary project planning. The height differential, however, proved too great to overcome. The possibility of developing a route by which trucks could use the unused I-405 ramps to the east of I-5 was also examined. The cost of development of such a route and adaption of the ramp to this use was found to be not justified by the traffic demand. Additionally, these ramps were originally abandoned because of neighborhood impacts. Use of the ramps would necessitate mitigating these impacts to the satisfaction of the neighborhood.

Simon G. Stanich

Comment #2:

I think that this reference to the nighttime truck route should be pulled out because it was adverse to begin with and I don't believe it has any place in the particular statement as it is going to go forward to the Feds. I don't think we really want anything to jeopardize the proejct if we can help it.

Response:

The legal standing of the nighttime truck route is still in the process of being determined by the courts. During the alternative development stage, the City of Portland determined that the Draft EIS should examine the nighttime truck route in conjunction with the No-Build alternative so that the full impacts of this alternative could be examined. Useful information concerning the impacts of relocating truck traffic was gained from this examination that was not attainable through examining the other alternatives. It is necessary in the Final EIS to carry through the alternatives discussed in the Draft EIS unless circumstances have changed substantially since the document was released. At this writing, the conditions have not changed to the point where removal of the truck route discussion is warranted.

Mr. Charlie Harris

Comment #3:

I didn't see any consideration in the EIS of impact on traffic patterns north of Going on Greeley under the alternatives with the I-5 ramps.

Response:

Traffic analysis of Greeley north of North Going Street showed a potential increase in traffic with the Build alternatives. The City of Portland has agreed to institute traffic control measures to discourage traffic on this route such as signing and timing of signals if the problem develops.

Comment #4:

....it appeared from the EIS that the impacts on air quality and wildlife concern mainly the impacts resulting from immediate construction of any of these build alternatives or the no-build alternative and didn't really look too much at the impact on the future development of Mocks Bottom of the undeveloped area of Swan Island yet, and I think that ought to be considered in the Final EIS.

Response:

The discussion of secondary impacts resulting from the projects has been expanded to include a general description of impacts on Mocks Bottom resulting from development. See the sections on land use, biology, air quality and noise.

Union Pacific Railraod Company

Comment #5:

We are aware that Alternative 1 creates some out-of-direction travel for those people enetering and leaving railroad's yard. However, we believe that Alternative 1 is much safer and probably will be less time consuming for our people than Alternative 3C.

Without traffic control at the entrance to the yard, Alternative 3C will create some very dangerous situations for traffic heading west on Going Street and desiring to make a left turn into the yard. Also, leaving the yard and turning right with the flow of traffic during the busy hours will get worse as employment on the island increases; and with Alternative 3C the situation will not improve.

Response:

ODOT met with the Union Pacific Railroad Company following this comment. It was agreed that Alternative 3C would be constructed as planned. If a problem developed during operation of the interchange, steps would be taken to mitigate it, possibly by installation of a signal to be used during off peak periods.

North Portland Citizens Committee - Edward F. Ketzel, Pres.

Comment #6:

We are further disappointed that a definite statement was not made concerning the Going Street/Overlook neighborhood. Citizens assume EIS's are written to protect the neighborhood. This EIS protects another neighborhood (industrial) other than the one that started the process and receives the heaviest impact. We understand it is necessary for governmental jurisdictions to use forceful language where necessary when they are obligated through both legislative, directive and administrative rules to protect the health, safety and welfare of the residents of Oregon, but it should be immaterial whether they live in the City of Portland or wherever; they are all residents of the State of Oregon.

Response:

The purpose of an EIS is to document how a federal action will change the existing situation. During preparation of the document, the Going Street/Overlook neighborhood was studied to determine how it would by impacted by the alternatives. The study revealed that Going Street is currently severely impacted by noise. However, implemnting the Build alternative would not change the noise impact perceptibly, nor introduce other new impacts to the neighborhood.

Implementing noise mitigation on Going Street would have substantial impacts on the neighborhood. However, noise mitigation is being pursued as a separate project. The DEIS covering Going Street mitigation is scheduled to be released in 1979.

Department of Environmental Quality

Comment #7:

The discussion in the DEIS of the noise mitigation measures was clearly inadequate.

This is the project to solve the traffic problem for Swan Island, and a major part of this problem is the excessive noise on this route. To suggest that some future project will provide a solution is not acceptable.

The Final EIS should completely analyze all the possible solutions to the noise problems.

The Final EIS should set forth a concrete design for the mitigation of the noise impacts and incorporate this design into the "Build" alternative for future construction.

Response (DEQ):

Development of an area such as Swan Island is a complex undertaking involving several agencies and several funding sources. To date, the principal agencies involved are the City of Portland, Port of Portland, Oregon Department of Transportation (ODOT), Federal Highway Administration (FHWA), and Economic Development Administration (EDA). Early in the process, responsibility for various aspects of the project was divided among the agencies. ODOT and FHWA assumed primary responsibility for the development of increased access. The City of Portland assumed responsibility for seeking solutions and funding for the Going Street noise problem. They are now in the process of seeking funding from EDA for noise mitigation. Development of an EIS covering noise mitigation along Going Street is in progress.

Department of Energy

Comment #8:

This Office therefore reviewed the referenced Draft EIS to determine not only the specific impact of the alternatives on energy consumption, but also: (1) the adequacy of the EIS's broad consideration of energy use, (2) type of energy use, (3) energy conservation, and (4) efficiency of energy use. We found that the EIS generally does not appear to address the issues of energy use or energy conservation associated with the alternatives considered and proposed mitigative measures.

Response:

Energy has been addressed in the Final Environmental Impact Statement.

INDIVIDUAL

Mrs. Eulalia Rossette

Comment #9:

...I surely hope the Planning Commission can come up with a better solution than removing the homes on Going Street.

Response:

The Swan Island access improvements addressed by this FEIS will not require removal of homes on Going Street. There is, however, a noise mitigation project being studied for Going Street by the City of Portland, which would likely remove homes on Going Street. The impacts of the project will be presented in a separate DEIS and a hearing will be held on the project.

Port of Portland

Comment #10:

Several editorial comments, primarily concerned with transit were submitted by the Port of Portland.

Response:

The transit section has been revised to reflect the recent addition to peak period service. We did not find it appropriate to alter numbers and percentages of transit ridership. Other editorial comments have been incorporated in the document.

6.4 Letters Received

March 15, 1978

Port of Portland
Box 3529 Portland, Oregon 972
503/233-8331
TWX: 910-464-6151

Robert Bothman, Administrator
Oregon Department of Transportation
Metropolitan Section
5821 N.E. Glisan
Portland, OR 97213

REVIEW OF THE DRAFT ENVIRONMENTAL IMPACT STATEMENT FOR THE BASIN/GOING GREELEY/I-5 PROJECTS

We have reviewed the Draft Environmental Impact Statement, Volumes I and II, for the Basin/Going-Greeley/I-5 projects and have the following comments.

The approval and direct implementation of the Basin/Going interchange and Greeley/I-5 ramps construction is of major importance to the Port of Portland. As pointed out in the DEIS, the continued development of the Swan Island Industrial Park depends upon the roadway capacity provided by these improvements. As you know, the Port of Portland Commission endorsed the Basin/Going, Greeley/I-5 improvements in November 1975 with its adoption of the Swan Island Transportation Study and in July 1977 with its approval of the Swan Island Policy and Development Plan.

For the most part, the Port comments submitted to ODOT on the Preliminary DEIS (letter to Wayne Shulte of December 8, 1977) have been satisfactorily addressed in the final draft. A few additional comments are outlined below.

o In our letter of December 8, 1977, we suggested that the text clarify that 1990 is the assumed date for the full development of Swan Island. It is recommended that a footnote be added on Tables 2-1 and 2-2 in Volume I and II which similarly states that 1990 is the assumed date of full development.

o In the discussion of transit service in Volume I on Pages 2-11, 2-18 and 2-22, the DEIS refers to the existing Freightliner transit service as "peak hour express service." Actually, the Freightliner program is pre-peak service arriving before 7 a.m. and leaving no later than 3:45 p.m. It is suggested that the text be modified to reflect this fact.

- Table 2-1 in Volume I and Table 1-2 in Volume II of the DEIS states that the existing Swan Island peak-hour transit person trips equal 180 and that 45 percent of all transit trips on Swan Island occur during the peak hour. We believe that 180 represents the number of riders utilizing Freightliner's pre-peak service. If this is the case, the tables should be adjusted to reflect actual peak-hour transit usage and the actual percentage of peak-hour transit trips.

- In a similar vein, the discussion on Page 1-56 in Volume II and Page 2-22 of Volume I states that existing peak-hour transit service at Swan Island includes two regular buses and four to seven express buses. These "express" buses are actually Freightliner's pre-peak service and should not be counted as peak-hour service. It is suggested that the text be changed to read: "Under the No-Build condition, it was assumed that approximately 10 peak-hour express buses would be put into service by 1990. For the Build alternative, it was assumed that 18 peak-hour express buses would be serving Swan Island in 1990."

- The discussion on Page 1-56 of Volume II also indicates that current peak-hour transit ridership at Swan Island is 8 percent of total peak trips. It is our understanding based on past surveys that present peak-hour transit usage on Swan Island is less than 8 percent of total traffic.

- The DEIS states on Page 2-11, Volume I, that the existing Killingsworth line is utilized daily by 500 persons. There is an implication that all of the 500 riders are destined to locations on Swan Island. Past observations by Port staff and information from Tri-Met have indicated that ridership on the Killingsworth line to Swan Island is at most 1 to 3 riders per day.

- In Volume II, the text on Page 1-52 states that no additional Swan Island development "would be allowed unless...measures are taken...to reduce peak-period travel demand." It is suggested that the following be added to this sentence: "...or unless present policies restricting traffic levels on Swan Island are modified."

- On Page 1-89 of Volume II, and Page 2-23 of Volume I the text states that plans for the Basin/Going interchange include provisions for a pedestrian overcrossing. We feel that the need for a pedestrian overcrossing has not yet been established. As pointed out in the DEIS on Page 1-57, the route alignments for future Swan Island transit service are tentative and subject to change. The need to provide pedestrian overcrossings may be eliminated by considering alternative transit routings and transit station locations. We feel that additional cost analysis is needed to determine the most cost effective way to route transit vehicles and locate transit stations on Swan Island. It is suggested that the text be modified to indicate that plans for transit locations and pedestrian overcrossings are tentative and subject to further analysis.

- On Page 1-89 of Volume II, and Page 2-45 of Volume I, the text states that plans for the Basin/Going interchange include provisions for a 16-foot outside travel lane in the project area to accommodate bicyclists. The text then discusses the safety problems associated with the development of a bikeway in this area. We agree with the text that bicycle use onto Swan Island poses a safety problem and feel that the development of bikeways on Swan Island should be discouraged.

- On Page 4-26 and Table 4-9 of Volume II, the DEIS gives the estimated net tax impact of the sale of undeveloped Swan Island property as $13 million. It is recommended that the text and table state that the $13 million estimate does not include the estimated tax increase from improvements and that this increase will, for the most part, be significantly higher than from land sales.

- On Page 4-28 it states that under the No-Build alternative Swan Island traffic volumes will reach 3,400 by 1990 or "300 more than allowable," and that: "It is assumed that the Port would take the necessary steps to reduce this traffic volume". Since certain steps for reducing traffic volumes require the cooperation and involvement of businesses and other agencies, it is recommended that the text be modified to state: "It is assumed that the Port, in cooperation with Swan Island businesses and other agencies, including the City and Tri-Met, will take the necessary steps to reduce this traffic volume."

Thank you for the opportunity to comment on the Draft Environmental Impact Statement. We look forward to the timely approval of the Basin/Going, Greeley/I-5 improvements.

I. James Church
Deputy Executive Director

PSC

TRI-COUNTY
METROPOLITAN
TRANSPORTATION
DISTRICT
OF OREGON

TRI-MET

PACIFIC BUILDING
520 S.W. YAMHILL STREET
PORTLAND, OREGON 97204
(503) 238-4844

April 3, 1978

Mr. Robert Bothman
Metro Section Administrator
5821 N.E. Glisan
Portland, Oregon 97213

Dear Mr. Bothman:

Tri-Met has completed its review of the Swan Island Transportation Access Draft Environmental Impact Statement. I would like for the following comments to be entered as part of the public record for this project.

1. The projected modal split for the 1990 Build condition assumes a substantial increase in both the numbers of peak-hour bus trips as well as transit person trips. Given the existing demand for transit trips, Tri-Met may be able to achieve this modal split with one or more employers on Swan Island (i.e. Freightliner), but it may be overly optimistic to assume the desired modal split will be achieved relative to the total projected Swan Island employment. Additionally, budget constraints may prohibit Tri-Met's commitment of the level of transit service required to obtain the proposed modal split.

2. An important part of increased transit patronage to Swan Island will be improvements to pedestrian facilities. The existing physical layout on Swan Island (building set-backs, lack of sidewalks, etc) makes it difficult for transit riders to reach their destinations. There should be a conscious effort made to ensure that future development on Swan Island includes extensive pedestrian/transit amenities.

The establishment of improved transit service to Swan Island is a goal that all parties involved in this project would like to see attained. The improved access that would be made possible by this project is a step in the right direction.

Sincerely,

Ron Higbee

Ron Higbee
Transportation Engineer

RH/jj

cc: Lana Nelson
Mike Kyte

United States Department of the Interior
OFFICE OF THE SECRETARY
PACIFIC NORTHWEST REGION
500 NE MULTNOMAH ST SUITE 1692
PORTLAND OREGON 97232

April 10, 1978

ER-78/181

Mr. Glen L. Green
Division Administrator
Federal Highway Admistration
477 Cottage Street, NE
Salem, Oregon 97308

Dear Mr. Green:

This responds to a February 13, 1978, request from the Oregon Department of Transportation for Department of the Interior comments on the following draft environmental impact statement: Swan Island Transportation Access (Basin/North Going and Greeley/I-5 Projects), Multnomah County, Oregon.

We note that the proposed work would include the intrusion into and the placing of fill in Swan Island Lagoon. Accordintly, our comments do not preclude an additional and separate evaluation by the U. S. Fish and Wildlife Service, pursuant to the Fish and Wildlife Coordination Act (16 U.S.C. 661, et seq.), if eventual project development requires a permit from the U. S. Coast Guard and/or the Corps of Engineers, U. S. Army (Sections 9 and 10 of the River and Harbor Act of 1899 and Section 404 of P.L. 92-500). All such permits are subject to separate review by the Service under existing statutes, executive order, memorandum of agreement and other authorities. In review of permit applications, the Fish and Wildlife Service may concur, with or without stipulations, or object to the proposed work, depending on specific construction practices which may impact fish and wildlife resources.

Sincerely yours,

Charles S. Polityka

Charles S. Polityka
Regional Environmental Officer

ENVIRONMENTAL SECTION
April 13, 1978

cc: E. S. Hunter
D. H. Moehring
J. H. Versteeg
F. E. Terpin
Walter Hart
Glen Green
R. N. Bothman
Ed Hardt
Jef Kaiser
Bill Geibel
Cliff Christianson
Bill Kappus

ROBERT W. STRAUB
GOVERNOR

Department of Environmental Quality

522 SOUTHWEST 5TH AVE. PORTLAND, OREGON

MAILING ADDRESS: P.O. BOX 1760, PORTLAND, OREGON 97207

June 22, 1978

Oregon Department of Transportation
Environmental Section
412 Transportation Building
Salem, Oregon 97310

Attention: Mr. Gary Potter

Re: Basin/North Going Street and Greeley/
I-5 Project - Draft Environmental
Impact Statement (7802-4-480)

Gentlemen:

The Department apologizes for missing the deadline for commenting on this project. Even so we would appreciate your addressing the comments on noise, which are attached, if at all possible.

The air quality analysis appears to have been very well done. However, the prediction uncertainty in the regression analysis has apparently not been provided. The Department would like to know what the plus or minus 95 percent confidence interval is for the carbon monoxide concentrations.

If you have any questions, please call me at 229-6086.

Sincerely,

Howard W. Harris

Howard W. Harris, Coordinator
Transportation Control Program
Air Quality Division

HWH/kz

Attachment

State of Oregon
DEPARTMENT OF ENVIRONMENTAL QUALITY

INTEROFFICE MEMO

To: Carl Simons cc: Files Date: April 7, 1978

From: Norm Jette, Noise Section

Subject: Draft E.I.S. on Basin/North Going Street and Greeley/I-5 Project (7802-4-480)

Project Description

The "Build" alternatives call for improving the interchange at Basin Avenue and N. Going Street on Swan Island (Alternatives 1 and 2) and for providing a highway connection for Greeley Avenue and I-5 (Alternatives 2 and 3). The Greeley/I-5 highway connection will be only for Swan Island traffic coming from and going to the south on I-5. All other traffic will still use N. Going Street.

The "No-Build" alternatives would use the existing street system to service the island. One option for the "No-Build" alternative is for a nighttime truck route out Greeley Avenue passing near the Memorial Coliseum. However, this truck route option is being challenged in court and its future is in doubt.

Project Noise Impacts

On the whole, the Draft E.I.S. adequately presented the noise impacts for the project. However, the noise mitigation measures were poorly addressed. More on this later.

Basically, all three highway configurations discussed in the D.E.I.S. (Build, No-Build, and Existing) show the same noise impact.

Because there will be no difference in traffic volumes between the four "Build" design options, their noise impacts are identical.

Except during the nighttime, the No-Build and Build alternatives have about the same noise impact. During the night, the No-Build is somewhat louder than the Build alternative. Where these louder levels occur depends on whether or not the No-Build alternative includes a plan for a nighttime truck route.

With a night truck route higher levels occur near Memorial Coliseum. Without a night truck route it is louder on N. Going Street.

The Existing noise levels differ only slightly from those for the Build alternative.

Generally, the noise levels can be expected to increase about 1-2 dBA if the project is built. Although the D.E.I.S. does show a decrease in nighttime noise levels on Going Street of 4 dBA for the Build alternative and of 6 dBA for the No-Build with night truck route, the No-Build, without truck route, would be a little louder at night on Going Street than now exists.

Although there will be no substantial changes in the noise environment expected from this project, there are still major noise impacts associated with them. The Federal Highway Administration's design noise level of L_{10} - 70 dBA, which the Department does not believe is protective of public health and welfare, will be exceeded at a total of 138 residential units in the year 1990. Furthermore, 45 of these residential units will have noise levels in excess of 80 dBA. These high levels are some of the highest highway noise levels that the DEQ has encountered. Most of these levels occur on N. Going Street.

Mitigation of the Noise Impacts

The discussion in the D.E.I.S. of the noise mitigation measures was clearly inadequate. The Draft E.I.S. simply listed the possible mitigation measures and then stated that the City of Portland would look into solving the noise problem. The Draft made no attempt at analyzing any of these noise mitigation measures.

We do not consider this D.E.I.S. to be complete without all noise reduction measures being completely and thoroughly analyzed. At the very minimum, the Draft should have assessed the effects of building a noise barrier along N. Going Street.

Conclusions:

The designers of this project have deliberately ignored the issue of mitigating the noise impacts associated with this project. One of the main reasons for consideration of the Greeley/I-5 connection was to reduce the noise impact on N. Going Street. However, this project only provides greater traffic capacity to Swan Island and does nothing to mitigate the presently highly excessive noise impacts to the residents on and near N. Going Street.

The D.E.I.S. does offer some hope for noise relief through the City of Portland. However, the Department does not believe this "buck passing" is a viable solution. The excessive noise levels predicted for this project are direct impacts of the project and therefore specific solutions must be recommended. This is the project to solve the traffic problem for Swan Island, and a major part of this problem is the excessive noise on this route. To suggest that some future project will provide a solution is not acceptable.

Recommendations

The Final E.I.S. should completely analyze all the possible solutions to the noise problems.

The Final E.I.S. should set forth a concrete design for the mitigation of the noise impacts and incorporate this design into the "Build" alternative for future construction.

/dro

Department of Energy
Region X
1992 Federal Building
915 Second Avenue
Seattle, Washington 98174
206-442-7260

March 31, 1978

D. E. Swan
Federal Aid Manager
State of Oregon
Department of Transportation
Transportation Building
Salem, Oregon 97310

Dear Mr. Swan:

The Department of Energy (DOE) appreciates the opportunity to comment on the Draft Environmental Impact Statement (EIS) for the Swan Island Transportation Access Projects in Multnomah County, Oregon (FHWA-OR-EIS-78-1-D).

Two of the purposes that Congress declared when it established the Department of Energy by enacting the DOE Organization Act (42 USC 7101) were:

- To achieve, through the Department, effective management of energy functions of the Federal Government, including consultation with the heads of other Federal departments and agencies in order to encourage them to establish and observe policies consistent with a coordinated energy policy, and to promote maximum possible energy conservation measures in connection with the activities within their respective jurisdictions [42 USC 7112(2)]; and,
- To place major emphasis on the development and commercial use of solar, geothermal, recycling and other technologies utilizing renewable energy resources [42 USC 7112(6)].

This Regional Office is utilizing the EIS comment process as one way to assist in achieving the purposes declared by Congress.

EIS's are a most appropriate means to evaluate and present the energy consumptive characteristics consequent to proposed Federal agency actions, alternatives to proposed actions, and proposed mitigative measures. EIS's are also appropriately employed to develop and present energy conservation measures and renewable-resource energy measures which would not only reduce the energy consumed consequent to Federal agency actions but also reduce the nation's dependence on nonrenewable energy resources.

The Council on Environmental Quality *Guidelines for the Preparation of Environmental Impact Statements* urge that EIS's consider alternatives that will significantly conserve energy, and include energy use and energy conservation among the areas of environmental impact which should be considered in EIS's (just as air quality, water quality, noise, etc., must be considered).

This Office therefore reviewed the referenced Draft EIS to determine not only the specific impact of the alternatives on energy consumption, but also: (1) the adequacy of the EIS's broad consideration of energy use, (2) type of energy use, (3) energy conservation, and (4) efficiency of energy use. We found that the EIS generally does not appear to address the issues of energy use or energy conservation associated with the alternatives considered and proposed mitigative measures.

More specifically, the EIS does not consider and specify the energy effects associated with the use of the completed project. It is possible, for example, that energy consumption could be reduced through an alternative that minimizes traffic congestion. Or, for another example, the grade profiles of the alternatives may vary, thereby influencing energy consumption over their useful lives. The energy consumed for maintenance might also vary greatly between the alternatives depending on the extent and design of rights-of-way, traffic volumes, and type of pavement. Similarly, the energy utilized by lighting should be considered in the EIS; this can vary greatly with alternative project designs and the type of lighting used. The alternatives should be compared using these or other similar criteria.

The EIS also does not presently include a consideration of the energy invested in the material which could be used to construct the alternatives and the energy consumed by construction activities. To assist in your evaluation, rough estimates of the energy invested in and required for construction of the alternatives were calculated by this Office, using general conversion factors linking construction costs and type of construction with energy use (see the DOE's State Energy Conservation Plan Handbook, pp. 61-80, attached).

Alternative 1: 380 billion Btu's
Alternative 3C: 149 billion Btu's
Alternative 2: 560 billion Btu's
Alternative 3: 634 billion Btu's

The difference in construction and materials energy consumption between the most energy intensive and least energy intensive combination of 'build' alternatives would roughly equal 305 billion Btu's, approximately equivalent to the annual end use energy consumption of 3,150 Portland area households. The difference in construction and materials energy consumption between the "most favorable" 'build' alternative (Alternative 3C and 3) and the 'no build' alternative is roughly equivalent to the annual end use energy consumption of 8,100 Portland area households (e.g., a community of the size of Beaverton or Gresham). If the overall differences among the 'build' alternatives is "small," as indicated by page 6-5 of the EIS, we would encourage additional attention accorded to selection of the least energy intensive. Furthermore, if the energy effects of the alternatives are considered, it is possible that the "not overwhelming" difference between the 'build' and 'no build' alternatives (page 6-9) would be diminished and a 'no build' alternative might be favored.

Note that alternative materials, as well as alternative projects should be evaluated. There are significant energy conservation opportunities, for example, in use of alternative or recycled binding agents (cements, asphalts), alternative aggregates, and use of recycled steel. Similarly, the EIS should present an evaluation of the use of alternative construction techniques and procedures. Some procedures can greatly alter energy consumption during construction (e.g., using a higher moisture content and lower temperature in hot mix asphalt plants, requiring high loading efficiencies for earth moving equipment, maximizing use of on-site materials, utilizing standardized and repetitive dimensions to permit maximum reuse of forms, and encouraging carpooling by construction employees).

Additionally, the EIS should indicate that measures will be taken to mitigate excessive or unnecessary energy consumption due to the design, construction, use, and maintenance of the eventual proposed action. Any potential for substitution of renewable energy resources for nonrenewable energy resources should also be addressed in the Final EIS.

This Office again thanks you for the opportunity to review and comment on your Draft EIS. We hope our comments will be helpful to you in the preparation of the Final Environmental Impact Statement, and in your further consideration of the alternatives. If can be of further assistance, please do not hesitate to contact us.

Sincerely,

Jack B. Robertson
Acting Regional Representative

cc: Lee Johnson, External Affairs Officer, Region X, DOE

Robert Stern, Office of the Assistant Secretary for Environment, Environmental Impact Division, NDOE

Paul Brumby, Office of the Assistant Secretary for Conservation and Solar Applications, Federal Programs Office, NDOE

Louis Lybecker, Regional Administrator, Federal Highway Administration, DOT, Portland, Oregon

Attachment

April 5, 1978
Environmental Section
cc: E. S. Hunter
D. H. Moehring
J. H. Versteeg
F. E. Terpin
Walter Hart
Glen Green
R. N. Bothman
Ed Hardt
Jef Kaiser
Bill Geibel
Cliff Christianson
Gary Potter

THE CITY OF
PORTLAND
OREGON

NEIL GOLDSCHMIDT
MAYOR

OFFICE OF
PLANNING AND DEVELOPMENT

MIKE LINDBERG
ADMINISTRATOR

BUREAU OF
PLANNING

ERNEST R. BONNER
DIRECTOR

424 S.W. MAIN STREET
PORTLAND, OR 97204

PLANNING
503 248-4253

ZONING
503 248-4250

March 31, 1978

MEMORANDUM

TO: Wayne Schulte, ODOT Metro Office

FROM: Steve Dotterrer, Bureau of Planning
Glen Pierce, Street and Structural Engineering

SUBJECT: City Staff Comments on the Swan Island Transportation Access EIS.

We have reviewed the Swan Island EIS and offer the following comments. Most of the comments concern details, though a few recommended substantive changes. Except for two preliminary comments, each comment refers to a particular section of text.

In general, the EIS does not clearly explain the important role transit plays in meeting the transportation needs of Swan Island at full development. The appendix volume states that transit is projected to carry 13% of all peak-period trips in 1990. This reliance on transit explains the inclusion of physical facilities, such as bus transfer points, in the proposed projects. We feel, therefore, that the importance of transit and its inclusion in the project traffic work, should be emphasized.

Both the comments at the public hearing and the EIS text mention the lack of pedestrian and bicycle facilities in the Greeley/I-5 project. Since the Arterial Streets Classification Policy (ASCP) designates a route through this area, a route should be provided. After discussions with the Greenway planner, we feel that the route should be on the uphill, or east side of Greeley Avenue and that it should be a separated facility. For this project, the path should run from the beginning of the project on the north, to the east of the proposed Greeley/I-5 off ramp and across Interstate Avenue on a grade level crossing.

Volume I Comments

p.vi.,(5): This paragraph suggests that the night-time truck route will produce a 7 dBA noise reduction at night. This is substantial, and the rest of the EIS does not make this clear.

p.1-14:	The traffic projections used in this EIS include the transit and staggered work hours program suggested in the 1975 study.
p.1-19:	The access from Going to River Avenue is shown incorrectly on the map.
p.1-22:	The lane direction markings on one side of the match line are in error. Additionally, the percent of grade for the on and off ramps would be useful information on these maps, since truck operations has been an issue in the past. (Also on map 1-24.)
p.1-23:	Do the "routine" improvements discussed under the no-build occur with the build alternative? Additionally, the truck route cannot be implemented until the litigation is resolved, because of an injunction.
p.1-25:	The right-of-way relocation costs of Greeley/I-5 Alternative 3 should be updated.
p.2-2 :	The end of the first paragraph....the adverse impacts associated with the alternatives could also be reduced by changing land use on the Swan Island or increasing transit usage.
p.2-6 :	River Road is not a public right-of-way.
p.2-8 :	East River should be Eastside. What percentage of the 60% of Going Street traffic turning south on I-5 uses the Fremont Bridge? (i.e., could not use the Greeley ramps.)
p.2-12:	Pedestrians: Sidewalks were not generally included as part of Swan Island development until very recently.
p.2-17:	The night-time truck route is not part of the build option.
p.2-22-23:	All of The Arterial Streets Classification Policy (ASCP) designations for streets in this area should be discussed here (as in vol. II.)
p.2-23:	Last paragraph...explain mitigating measures which could be used to maintain traffic volumes at the Council adopted lid.
p.2-34:	First paragraph...The text should explain how Mississippi Avenue traffic will be detoured during construction. The Maintenance Bureau is concerned

about negative impacts on Fremont Street and Boise School if the Vancouver-Williams couplet is the route. Additionally, the Maintenance Bureau would prefer that Stanton Street remain open. The Greeley off-ramp supports should be relocated to allow for this. Second paragraph: The street closures proposed will have a minimal effect on the Maintenance Bureau if the City obtains a lease for the three blocks owned by ODOT.

p.2-35: Impact 1: The Build alternative is compatible with the City's transportation policies. (ASCP)

p.2-42: The statement at the end of first paragraph is judgmental, is not clearly substantiated, and appears to disagree with the Consultant recommendation generated by the Delphi process.

p.2-53: The third sentence in the third full paragraph does not seem to make sense.

p.2-62: First paragraph...It is unlikely that uses will change along Greeley since the City or ODOT will own all the land or the east side, while the UPRR owns all west side land.

p.2-65: How are land uses at Going/Interstate to be changed, and what non-auto oriented uses would really choose such an auto-dominated environment?

p.2-81: Is it necessary to relocate the billboards?

p.2-87: The UPRR feels that their access is worse under the project alternatives.

p.2-88: A left turn slot is provided in Alternative 3C for the UPRR. Access is not indirect.

p.2-89: Under Alternative 3, and perhaps Alternative 2, consideration should be given to purchasing all remaining homes along Greeley because of the increased noise and access difficulties as a result of project construction.

p.2-92: Basin Going alternatives, Motor Vehicle accessibility: While the one-way grade somewhat delays emergency vehicle access, the Fire Bureau does not feel that access under either alternative is "poor. Under 3C, the UPRR has direct access--perhaps not good, but clearly not "poor."

p.2-122-126:	On Greeley Avenue, trucks could be removed by prohibiting trucks rather than tinkering with signal timing to the disadvantage of all vehicles.

Volume II Comments

Most of the comments on Volume I pertain to the Technical Appendix. Additional comments include:

p.1-8 :	Planned street improvements: The development of Mocks Bottom requires the building of a railroad overcrossing.
p.1-18:	Fourth paragraph...Going Street has one signalized intersection and an overcrossing.
p.1-20:	The second paragraph should also appear near the front of Volume I, since it is the clearest statement of the routine improvements proposed.
p.1-28-29:	The ASCP discussion here should also appear in Volume I.
p.1-30:	Culebra Street is not properly located on the map.
p.1-31:	The second paragraph should state that the lack of pedestrian/bicycle facilities at Greeley/I-5 is inconsistant with the ASCP.
p.1-44-1.56:	The transit percentage figures here do not agree. (13% vs. 14.6% excluding car and vanpools.)
p.1-90:	The second word should be "traffic" not "transit".
p.3-9 :	Describing the UPRR's Albina Yard and the City's Albina Yard in one paragraph is confusing.
p.3-21:	UPRR access should also be discussed in the last paragraph.
p.9-16:	At measurement location 5, the 0 dBA reading should be corrected.

SD/ar

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

L. A. KIRKEBY
SUPERINTENDENT
OREGON DIVISION

P. O. BOX 2373
PORTLAND, OREGON 97208

March 21, 1978

D 315-2-196

Mr. Robert N. Bothman
Department of Transportation
5821 N. E. Glisan
Portland, Oregon 97213

Dear Mr. Bothman:

Please refer to Mr. Orr's statement at the hearing held March 15 concerning the Swan Island Transportation Access and more specifically, the problems anticipated by the railroad at the Basin/N. Going Street interchange. As indicated in Mr. Orr's statement, the railroad has considerable concerns about the access to our yard south of the intersection of Basin Avenue and Going Street.

We have 399 employes who use this entrance to the yard. Approximately 325 of these employes are employed on the day shift and will be using this entrance to the yard during the peak hours. Wardex and A & D Terminals do not have as many employes, but they will be using the same road during the peak hours. The road is also used to a great extent by Willamette-Western both for employes coming to and from work and by their trucks delivering sand, gravel, and ready mix concrete.

We are aware that Alternative 1 creates some out-of-direction travel for those people entering and leaving railroad's yard. However, we believe that Alternative 1 is much safer and probably will be less time consuming for our people than Alternative 3C.

Without traffic control at the entrance to the yard, Alternative 3C will create some very dangerous situations for traffic heading west on Going Street and desiring to make a left turn into the yard. Also, leaving the yard and turning right with the flow of traffic during the busy hours will get worse as employment on the island increases; and with Alternative 3C the situation will not improve.

R-182

Yours very truly,

L A Kirkeby

L. A. Kirkeby

NORTH PORTLAND CITIZENS COMMITTEE

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7508 N. Hereford
Portland, Oregon 97203
248-4524

March 15, 1978

Robert Bothman, Administrator
Oregon Department of Transportation
Metropolitan Section
5821 N.E. Glisan
Portland, Oregon 97213

Dear Mr. Bothman:

I felt as a citizen member of the Swan Island Task Force I would make a few personal comments. The Environmental Impact Statement, as it stands, is in my view satisfactory. There is however, a few comments I would like to make. The impetus for the project that this EIS study addresses lies with the citizens of the Overlook neighborhood, it was therefore assumed, that the Going Street cooridor would be included as part of the statement. To say that there is a disappointment with its exclusion from the EIS is putting it mildly. I am aware of the guidelines concerning EIS but see nothing in these guidelines that would have presented in corporation of the Going Street cooridor. The location of this hearing is also questionable and has generated a great many negative comments.

The time frame has prevented the inclusion tonight of oral testimony from North Portland Citizens Committee. NPCC does intend to submit written testimony within ten days in compliance with the regulation.

I would hope that in the future a better understanding of the frustrations of residence in highly impacted areas would be more evident.

Sincerely,

Barbara Jaeger

Barbara Jaeger
NPCC Representative
Swan Island Task Force

BJ:th

NORTH PORTLAND CITIZENS COMMITTEE
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7508 N. Hereford
Portland, Oregon 97203
248-4524

March 29, 1978

Robert Bothman
Oregon Department of Transportation
5821 N.E. Glisan Street
Portland, Oregon 97213

RE: Greeley I-5 Basin/Going Project

Dear Mr. Bothman:

The North Portland Citizens Committee Board of Directors do not feel the outcome of the Environmental Impact Statement on the Greeley I-5 Basin/Going Street Interchange Project will initially have any negative impact on the Going Street/Overlook Neighborhood. It is a very positive step in the right direction.

What the citizens committee does take exception to is the lengthy, costly, beaucratic language asked for in all EIS that only gathers much information already available to substantiate a product without really saying anything. The noise assessment section on Going Street will obviously be helpful to the local government but does not include the extensive studies on mitigation that the neighborhood had assumed it would. Since the neighborhood started all this and the instigation of the Swan Island Task Force that brought forth this project was neighborhood instigated frustration does prevail.

We are further disappointed that a definite statement was not made concerning the Going Street/Overlook neighborhood. Citizens assume EIS are written to protect the neighborhood. This EIS protects another neighborhood (industrial) other than the one that started the process and receives the heaviest impact. We understand it is necessary for governmental jurisdictions to use forceful language where necessary when they are obligated through both legislative, directive and administrative rules to protect the health, safety and welfare of the residents of Oregon but it should be immaterial whether they live in the City of Portland or wherever; they are all residents of the State of Oregon.

In reference to the public hearing held on the EIS, the lack of citizen input was more than noticeable. Not only was the hearing held beyond the concerned neighborhood boundaries--the same neighborhood that started this whole process--but it also was presented in a far too technical manner.

NORTH PORTLAND CITIZENS COMMITTEE

NPCC

7503 N. Hereford
Portland, Oregon 97203
248-4524

We look forward to the continued participation and cooperation of ODOT in the final determination on the Going Street problem. We do not feel this project is the only solution to a regional transportation problem generated by the Swan Island Industrial Park. The Going Street problem is not solved. Greeley I-5 Basin/Going Street Project is a VERY NEEDED PIECE. Please be mindful, it is only a piece of the answer.

Please find attached a copy of neighborhood concerns dated 1/31/78 to the Swan Island Task Force to be made part of this record.

Thank you for the opportunity to participate in this process.

Sincerely,

Edward F Ketzel Sr.

Edward F. Ketzel Sr., President
North Portland Citizens Committee

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cc: Mayor Neil Goldschmidt
Commissioner Ivancie
Commissioner Jordan
Commissioner McCready
Commissioner Schwab
Si Stanich
Barbara Jaeger

The Arbor Lodge, Kenton, Linnton, Overlook, Portsmouth, St. Johns, and University Park Neighborhoods

January 31, 1978

TO: THE SWAN ISLAND TASK FORCE

FROM: BARBARA JAEGER, NPCC REPRESENTATIVE
SI STANICH, OVERLOOK NEIGHBORHOOD

RE: TASK FORCE DIRECTION FOR CONCERNS OF THE NEIGHBORHOOD

I. PETITION FROM NEIGHBORHOOD REQUESTING THE STOP WORK ORDER ON WIDENING OF GOING STREET 4/11/74

1. Noise and air pollution
2. Vibrations for several blocks in all directions
3. Lessening of livability of homes in the area
4. Lack of safety of children and adults
5. Lessening of access to the Overlook area

ACCOMPLISHED

1. Nothing
2. Nothing
3. Nothing
4. Overpass and few concrete barriers and bushes only
5. One No Right Turn sign at Going and Colonial

II. CITY COUNCIL ORDINANCE #138318 6/5/74

1. (a) Night time truck route
   (b) Physical barriers
   (c) Overpass and 35 second walk time at Interstate & Going and Interstate & Alberta
   (d) Speed limit on Going
   (e) No access to neighborhood streets
   (f) Second access to island
   (g) Ports alternative plans

ACCOMPLISHED

1. (a) Nothing
   (b) A few concrete barriers and bushes only
   (c) Overpass done; nothing on pedestrian walk times
   (d) Nothing-increased not decreased
   (e) Partially-south side only
   (f) In process
   (g) Accomplished in consideration that Tri-Met would uphold its transit and car pooling responsibilities

III. NEW CONCERNS SINCE ORDINANCE INITIATED

1. Lack of planning for the neighborhood. Neighborhood was advised three and half years ago that it was not a target area for Housing & Community Development (HCD) funds. City advised the neighborhood that the EIS by the State for a second access would be the vehicle for neighborhood planning and solutions. It was not and is not. Up in the air so far is the decision by City Council as an HCD target area in the future and when in the future.
2. 3100 vehicle lid enforced and adhered to.
3. Possibility of interior neighborhood traffic after Greeley I-5 ramps are completed.

IV. FROM THE ABOVE OUTLINE IT IS EVIDENT THAT THE RESIDENTS OF THE AREA HAVE RECEIVED LITTLE OR NO HELP. THEY HAVE WAITED PATIENTLY AND DISPLAYED A GOOD UNDERSTANDING OF THE IMPACT OF SWAN ISLAND ON THE ECONOMIC HEALTH OF THE METROPOLITAN AREA. HOWEVER, THE ECONOMIC IMPOSITION ON THE NEIGHBORHOOD HAS NOT BEEN RECOGNIZED AS A VALID POINT WHEN IT IS COMPARED TO THE ECONOMICS OF THE ISLAND. SUCH RECOGNITION IS LONG OVERDUE. THE ENVIRONMENTAL IMPACT HAS BEEN OBVIOUS FROM THE START AND WAS AND STILL IS OF PARAMOUNT IMPORTANCE. THE NEIGHBORHOOD PROBLEMS ARE MANY AND SOLUTIONS WILL BE COSTLY, BUT SO HAVE THE SOLUTIONS FOR THE ISLAND.

1541 N. Going St
Portland, Oregon 97217
Mar 21, 1975

Mr. Robert Bothman, Oregon Dept of Transportation,
5821 NE. Glisan St
Portland, Oregon 97213

Sir —

I attended your Public hearing on March 15, and heard all the same old tired things again.

I am not interested in the Basin/Going street thing, Except why do you put a Buss Transfer site in the middle of the Lagoon.

of Greeley/I-5 connection you must still raise the trucks, etc the same heigth as the high Bank so why not put the road some place else.

I am interested about my house and my living. The trucks pass my house at least every 8 second day & night at 40 Dbs. -41-

over

90 Dbs is 30 over Fed. Law and 25 over Oregon Law. Going St. is a city street.

The air is also very Bad.

My information is from your Going St Widing reports.

Buy my house and let us move.

35 % of the workers come from Washington. Why not run a train from Vancouver to swan island. You have the track, you have the train. you have the location. All you need is a parking lot in Vancouver.

Very truly yours
V. W. Church

P.S. Swan Island should Have been left as a State park.

810 NORTH GRAHAM • P.O. BOX 12171 • PORTLAND, OREGON 97212 • 503/288-5766

March 23, 1978

Mr. Robert Bothman
Oregon State Highway Division
5821 N.E. Glisan
Portland, Oregon 97213

Mr. Bothman:

The Citizens Advisory Committee wishes to take this opportunity to respond to the Greeley / I-5 and Basin / Going Street hearings conducted Wednesday March 15, 1978.

The CAC desires to express their disappointment over the work performed by the consultants. Much of the data compiled was merely a restatement of existing data while the completed project did not appear to contain any substantially new information to justify the high cost paid to the consultants.

Secondly the CAC endorses proposal #2 of the Greeley / I-5 ramps.

Thirdly the CAC endorses proposal 3C of the Basin / Going interchange recognizing the Union Pacific Railroad finds this alternative does not provide acceptable access to their fire road.

Also we would like to recommend that every effort possible be made to find available funding for the construction of noise barriers along the impacted areas of Going street.

We wish to commend your self and Mr. Wayne Schulte, Project Coordinator for the excellent job you have done in guiding a very complex problem towards a workable solution.

Sincerely,

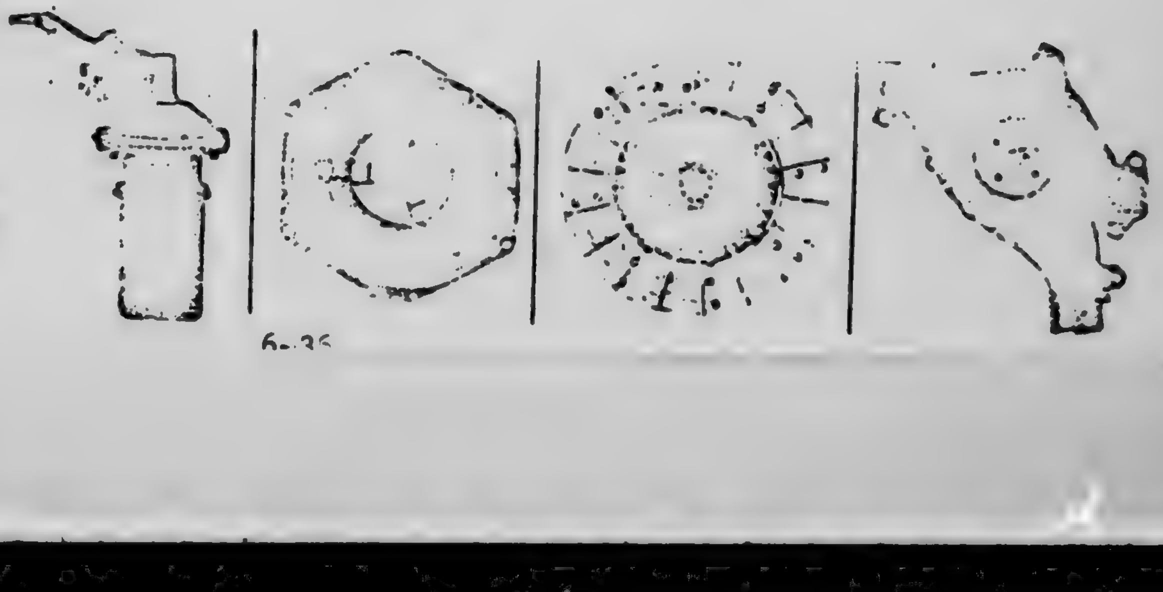
SUPERIOR MACHINE PRODUCTS, INC.

William B. Bosch

William B. Bosch
Vice-President

WBB/jaa

More than our name is SUPERIOR



Dear Sir,

I know it is ridiculous for me to write you at such a late date but I surely hope the planing Commission can come up with a better solution than removing the homes on Going Street. My home is handy to bus lines, Church and shopping centers — wonderful neighbors also.

Mrs Eulalia Rosatto

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APPENDIX A

ROBERT W. STRAUB
GOVERNOR

Department of Environmental Quality

522 SOUTHWEST 5TH AVE. PORTLAND, OREGON

MAILING ADDRESS: P.O. BOX 1760, PORTLAND, OREGON 97207

January 23, 1979

Mr. Gary A, Potter
Oregon Department of Transportation
Highway Division
Transportation Building
Salem, Oregon 97310

Re: Swan Island Transportation
Access (Basin/North Going
and Greeley/I-5 Projects)
Determination of Consistency

Dear Mr. Potter:

This letter supercedes the letter of January 19, 1979 with respect to the above referenced project. The Department does not wish to delay the release of the Final Environmental Impact Statement. Regarding our letter sent previously, we are withdrawing our request for a response to points (2), (3), and (5). However, when you submit the Indirect Source Construction Permit application, we would appreciate a response to points (1) and (4). After conducting a further analysis of the maximum carbon monoxide concentrations (predicted versus observed), and because we believe that maximum day traffic volumes would not be significantly greater than average day traffic volumes, the Department is confident that the project would be consistent with State Implementation Plan.

If you have any questions, please call me at 229-6086.

Sincerely,

Howard W. Harris

Howard W. Harris
Coordinator,
Transportation Control Program

HWH:vh

APPENDIX B

DEPARTMENT OF DEFENSE
UNITED STATES OF AMERICA

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
P. O. BOX 2946
PORTLAND, OREGON 97208

NPPND-RF-1 2 February 1979

OREGON STATE HIGHWAY DIVISION
ATTN: DONALD KEYES
HIGHWAY BUILDING
SALEM, OREGON 97310

Dear Mr. Keyes:

This is in response to your verbal inquiry, "Does the Highway Department need to obtain a Department of the Army Permit to fill a portion of the upper end of Swan Island Lagoon to rebuild the roadway interchange?"

The Port of Portland currently has a Department of the Army Permit, valid through 31 May 1980, to place fill material in the referenced area. Therefore, if you obtain permission from the Port of Portland and place the fill material prior to the permit expiration date, another Department of the Army Permit would not be required.

If we can be of further assistance, do not hesitate to call on us.

Sincerely,

G A Newgard
G. A. NEWGARD
Chief, Regulatory Functions Branch

Division of State Lands
1445 State Street
Salem, Oregon 97310
Phone: 378-3059
378-3805

recvd 3/1/78.

Action: B. Furber
with operator's copy

info: H. Weber

2 all
original in record.

Port Permit 503-1.3

Permit No. 2515 Renewal
Permit Type Removal/Fill
Waterway Willamette River
County Multnomah County
Expiration Date March 16, 197[illegible]
PN 002439

PORT OF PORTLAND

IS AUTHORIZED IN ACCORDANCE WITH ORS 541.605 TO 541.660 TO PERFORM THE OPERATIONS DESCRIBED IN THE ATTACHED COPY OF HIS APPLICATION, SUBJECT TO THE SPECIAL CONDITIONS LISTED ON ATTACHMENT "A" AND TO THE FOLLOWING GENERAL CONDITIONS:

1. This permit does not authorize trespass on the lands of others. The permit holder shall obtain all necessary access permits or rights-of-way before entering lands owned by another.

2. This permit does not authorize any work that is not in compliance with local zoning or other local, state, or federal regulations pertaining to the operations authorized by this permit. The permit holder is responsible for obtaining the necessary approvals and permits before proceeding under this permit.

3. If removal is from state-owned submerged and submersible land, the applicant must comply with leasing and royalty provisions of ORS 274.530. Creation of new lands upon submerged or submersible lands must comply with provisions of ORS 274.905 et seq.

4. All work done under this permit must comply with Oregon Administrative Rules, Chapter 334; Standards of Quality for Public Waters of Oregon. Specific water quality provisions for this project are set forth on Attachment "A".

5. Violations of the terms and conditions of this permit are subject to administrative and/or legal action which may result in revocation of the permit or damages. The permit holder is responsible for the activities of all contractors or other operators involved in work done at the site or under this permit.

6. A copy of the permit shall be available at the work site whenever operations authorized by the permit are being conducted.

7. Employees of the Division of State Lands and all duly authorized representatives of the Director shall be permitted access to the project area at all reasonable times for the purpose of inspecting work performed under this permit.

8. The Division of State Lands retains authority to temporarily halt or modify the operation if it should cause excessive turbidity or damage to natural resources.

9. Any permit holder who objects to the conditions of this permit may request a hearing from the Director, in writing, within 10 days of the date this permit was issued.

William S. Cox, Director
Oregon Division of State Lands

Eugene R. Schmitt
Authorized Signature

February 24, 1978
Date issued

6. SUPPLEMENTARY FACILITY DESCRIPTION

The proposed facility consists of 1,000 feet of pile supported finger pier, 80,000 long ton capacity floating dry dock and 2,000 feet of pile supported marginal wharf. The facility will be used for dry dock and repair of ships.

Fill:

Three acres below ordinary high water line elevation with 150,000 cubic yards of sand from dredged stockpile.

Dredging:

360,000 cubic yards sand by hydraulic and clamshell dredge.
300,000 cubic yards silt by hydraulic and clamshell dredge.

Disposition of Dredged Spoils:

Hydraulic Dredge: Sand placed in upland stockpile or upland disposal area in Mocks Bottom. Silt placed in upland disposal area in Mocks Bottom.

Clamshell Dredge: Sand placed as fill in wharf construction. Silt will be barge dumped in the Swan Island Lagoon disposal area.

Upland disposal areas will be diked and provided with spillways and weirs to control turbidity of regurn effluent.

Riprap:

40,000 cubic yards clean, quarried rock for slope protection.

Storm Sewers:

Install four new outfalls and remove two existing outfalls. New outfalls are for discharge of storm water run-off from paved backup areas to wharf.

ATTACHMENT A

Special Conditions for Material Removal/Fill Permit No. 2515

1. This permit authorizes the removal of up to 660,000 cubic yards of sand and silt and the placement of up to 150,000 cubic yards of fill material at River Mile 8.5 to provide a moorage basin for a new dry dock and fill material for backup area for 2,000 linear feet of wharf as outlined on the attached permit application, map and drawings.

2. The operation shall be conducted in a manner that will prevent a turbidity increase of more than 5 JTU's over background.

3. There shall be no removal of filling in the permit area between February 15 and May 15, nor September 1 and September 30.

4. There shall be no operation of equipment in the active flowing stream between February 15 and May 15, nor September 1 and September 30. This condition does not apply to pile driving operations.

5. Riprap shall be placed under these conditions:

   a. Only clean, erosion resistant rock from an upland source shall be used as riprap.

   b. Riprap shall be placed in a manner that does not appreciably increase the upland surface area.

   c. The riprap rock shall be placed from above the bank or by use of a clamshell bucket to lower the material to an elevation near the slope.

   d. The completed revetment shall have a slope no steeper than 1 1/2:1.

6. Riprap may be placed during all times of the year provided clean material is used and provided the material is placed by a clamshell bucket which lowers the material to just above the slope.

7. The Division of State Lands retains the authority to temporarily halt or modify the project in case of excessive turbidity, interference or injury to public navigation, fishery, or recreational uses, or damage to natural resources.

February 24, 1978

Send To: Director, Division of State Lands
1445 State Street
Salem, Oregon 97310

FOR DIVISION USE:
Please return by 1-20-77
Date received 12-29-76
Permit No. 2515
Waterway Willamette
County Mult

APPLICATION FOR REMOVAL OR FILL PERMIT

(ORS Chapter 541.605 et seq)

(Please Print)

1. Applicant's Name Port of Portland
   Address P. O. Box 3529 Telephone 233-8331
   City Portland State Oregon Zip Code 97208
2. Project Supervisor's Name Robert F. Balaski or Arthur M. Furber, Jr.
   Address P. O. Box 3529 Telephone 233-8331
   City Portland State Oregon Zip Code 97208
3. Property Owner's Name Port of Portland
   Address P. O. Box 3529 Telephone 233-8331
   City Portland State Oregon Zip Code 97208
4. Will the project be removal x fill x combination ____ riprap x
5. Will your fill consist of rock ____ gravel x sand x silt ____ other ____
   Will your removal consist of rock ____ gravel ____ sand x silt x other ____
6. Volume of fill material required: annually ____ total project 150,000 c.y.
   Volume of removal required: annually ____ total project 660,000 c.y.
7. Name of waterway affected by project Willamette River
   a. Tributary of Columbia River
   b. River mile 8.5 Section 17,18&20 Township 1N Range 1E
   c. County Multnomah
   d. Popular local description of project location: Swan Island Ship Repair Yard Expansion Project
8. What is the purpose of your project? To provide a moorage basin for a new dry dock and fill material to provide a backup area for 2,000 linear feet of wharf.

Application for Removal or Fill Permit

Name

Permit No.

9 Describe your proposed operation (attach additional sheet if necessary)

Dredging will consist of approximately 660,000 c.y. of sand and silt being removed by hydraulic and clamshell dredge - fill will consist of approximately 150,000 c.y. of sand from a dredged stockpile.

10 Where will you place dredge spoils, if any? On adjacent upland disposal sites

11. When will project start? May 10, 1977 Be completed? May, 1979

12. What does the project site look like at the present time? Visual character H, I, K, L and N as depicted in the lower Willamette River Management Plan dated August 23, 1973.

13 What steps do you plan to take to restore area to its natural condition? None completed project will be an expanded Swan Island Ship Repair Yard.

14 Please provide a location map (U.S.G.S. Quadrangle, Metsker map, Assessors map, or BLM map), and plan and cross section drawings of the project site showing the following information (minimum scale of plan and cross section—1" = 100 ft.):

a. The specific location of the proposed project relative to the water body. Direction of water flow must be noted.
b. The location of bankfull stage, or in an estuary, the line where significant upland vegetation ceases to grow because of frequent inundation.
c. The location of the Ordinary Low Water line, or in estuaries, the Mean Low Tide line.
d. Pertinent property boundaries.
e. Spot elevations or contours if available. Reference datum must be noted.
f. The location of Ordinary High Water or Mean High Tide, whichever is appropriate.

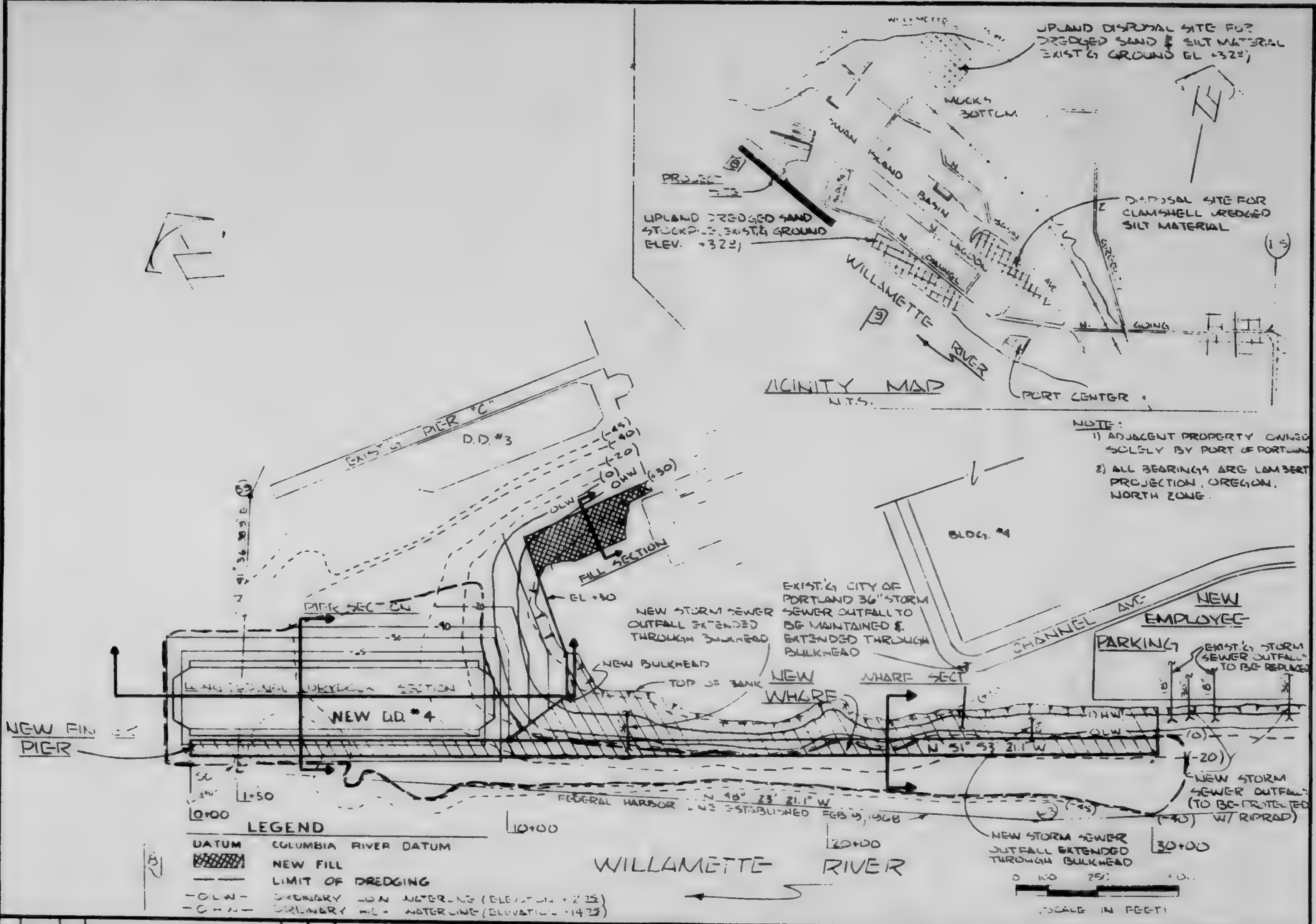
Signed

Title Director, Engineering Services

Date 12/22/76

Attach the following items

Maps as requested in Item 14, Filing fee according to schedule
Corps of Engineers Public Notice, or list number
Letter from Planning Agency if required by Rule 85-205


UPLAND DISPOSAL SITE FOR DREDGED SAND & SILT MATERIAL EXIST'G GROUND EL +32±)
MUCKS BOTTOM
SWAN ISLAND BASIN
LAGOON
CHANNEL
PROJECT
UPLAND DREDGED SAND STOCKPILE EXIST'G GROUND ELEV. +32±)
DISPOSAL SITE FOR CLAMSHELL DREDGED SILT MATERIAL
GOING
WILLAMETTE RIVER
VICINITY MAP
N.T.S.
PORT CENTER
NOTE:
1) ADJACENT PROPERTY OWNED SOLELY BY PORT OF PORTLAND
2) ALL BEARINGS ARE LAMBERT PROJECTION, OREGON, NORTH ZONE.
EXIST'G PIER "C"
D.D. #3
FILL SECTION
BLDG. #4
EL +30
PIER SECTION
NEW D.D. #4
NEW FIN PIER
NEW BULKHEAD
TOP OF BANK
NEW STORM SEWER OUTFALL EXTENDED THROUGH BULKHEAD
EXIST'G CITY OF PORTLAND 36" STORM SEWER OUTFALL TO BE MAINTAINED & EXTENDED THROUGH BULKHEAD
NEW WHARF
WHARF SECT
CHANNEL AVE
NEW EMPLOYEE PARKING
EXIST'G STORM SEWER OUTFALL TO BE REPLACED
OHW
OLW
N 51° 53' 21.1" W
NEW STORM SEWER OUTFALL (TO BE PROTECTED W/ RIPRAP)
FEDERAL HARBOR LINE ESTABLISHED FEB 9, 1968
N 48° 23' 21.1" W
NEW STORM SEWER OUTFALL EXTENDED THROUGH BULKHEAD
0+00
1+50
10+00
20+00
30+00
LEGEND
DATUM COLUMBIA RIVER DATUM
NEW FILL
LIMIT OF DREDGING
-OLW- ORDINARY LOW WATERLINE (ELEVATION +2.25)
-OHW- ORDINARY HIGH WATERLINE (ELEVATION +14.75)
WILLAMETTE RIVER
0 100 250 500
SCALE IN FEET

NO	DATE	BY	REVISIONS	APP'VD

DESIGNED BY A. FURBER
DRAWN BY M. CARPENTER
CHECKED BY A. FURBER
DATE DEC. 1976
SCALE 1" = 200'

Robert F. Balak
PROJECT MANAGER

THE PORT OF PORTLAND
PORTLAND, OREGON

SWAN ISLAND SHIP REPAIR YARD
SITE PLAN & VICINITY MAP

SUBMITTED BY
DRAWING NO. YA 76-15-5

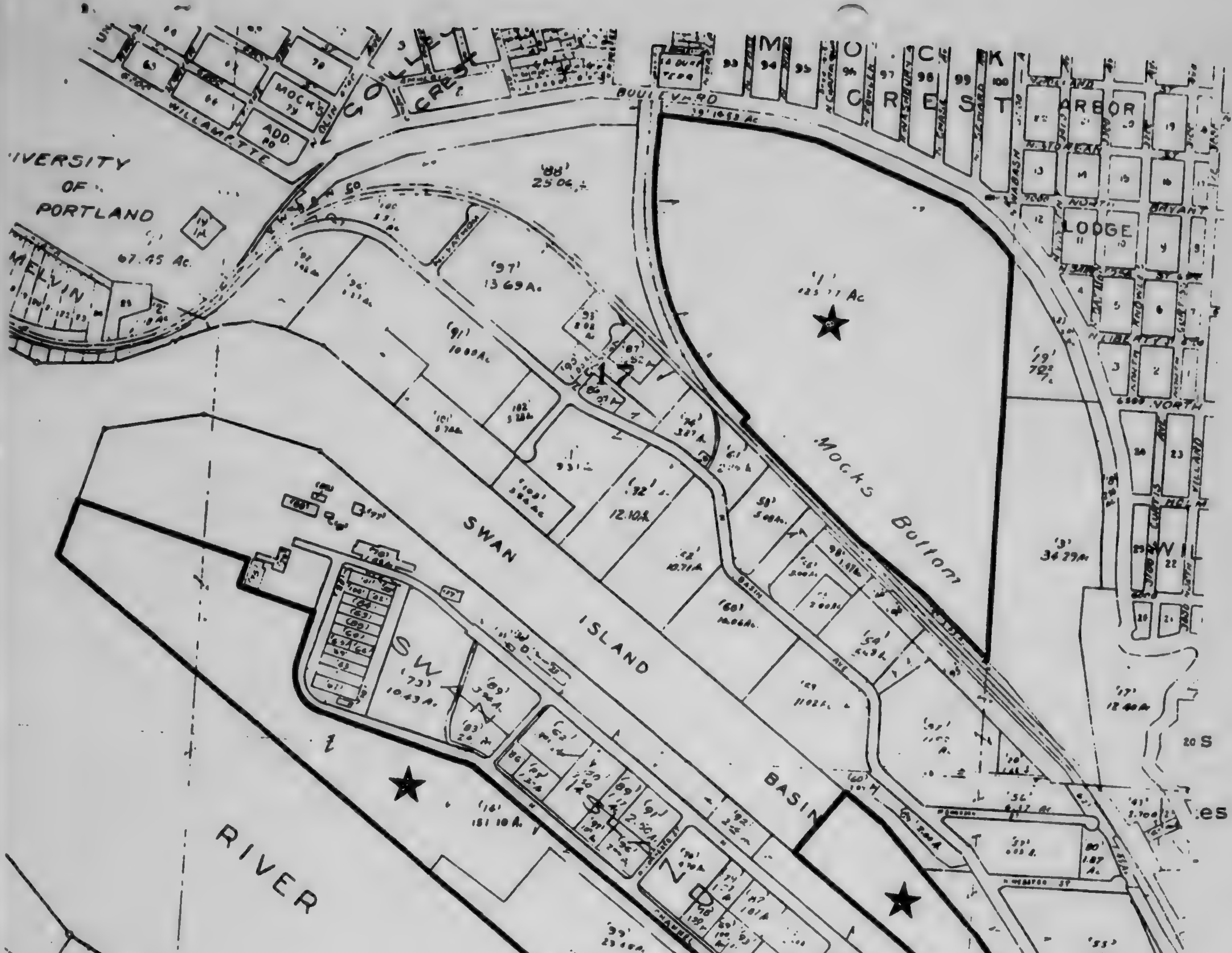
Recommendation

Approval of an excavation for Tax Lot 14, Section 20, T1N, R1E. Approval of a "greenway conditional use for excavation", filling, dry dock, and related facilities.

All the above are subject to the following conditions:

1. Any construction, excavation, filling and grading or other activities conducted between 6 PM and 7 AM shall receive approval from the Noise Control officer.
2. Approval is subject to consent of the State Fish Commission, State Division of Lands, State Game Commission, and the US Army Corps of Engineers.
3. The applicant shall comply with Chapter 70 of the UBC.
4. At the completion of deposit of soil material on Tax Lot 1, Section 17, T1N, R1E, the applicant shall grade (in compliance with Chapter 70) and seed the filled area.
5. The applicant shall work with and have the approval of sanitary sewer engineering for any earth movement for this project because of the sewer outfalls in this area.

FF:hj



UNIVERSITY OF PORTLAND
67.45 Ac.
MELVIN
MOCK'S CREST
MOCKS ADD.
WILLAMETTE
BOULEVARD
ARBOR
LODGE
BRYANT
WABASH
125.71 Ac
Mocks Bottom
17
SWAN ISLAND BASIN
SWAN ISLAND
RIVER
'16' 151.10 Ac.
'73' 10.43 Ac.
'97' 13.69 Ac.
'3' 34.29 Ac.
20
Harbor Line
NW FRONT AVE

es

li-

-the

ition
ttom.
iver

FILE NO: CU 19-77
REQUEST: CU for fill, excavation & greenway
1/4 SECTIONS: 2326, 2425-26
2525-27
SCALE: 1" ≈ 500'

N

Exhibit 3

APPENDIX C

FIGURE 4-6
ACQUISITION AND RELOCATION POLICIES
PAGE 1 OF 4

ACQUIRING LAND FOR HIGHWAYS AND PUBLIC PROJECTS

A description of the
Department of Transportation
land acquisition program

OREGON
DEPARTMENT
OF
TRANSPORTATION

When expanding or improving highway facilities in Oregon, the Department of Transportation has the task of acquiring rights-of-way. It is the aim and desire of the Department to obtain these necessary rights-of-way with fairness and equity to all.

The State is empowered to acquire private property for public use in order to provide the greatest good for the greatest number. With this power goes the obligation to protect the rights of the individual property owner. The Department of Transportation thus has a dual responsibility–recognition and protection of the individuals who are affected by acquisition of land and competent and efficient service to the public.

PUBLIC HEARINGS

Public hearings, when requested, are held during the location and design stages of a project. Such hearings afford each person or agency full opportunity for effective public participation to ensure that highway locations and designs are consistent with Federal, State, and local goals and objectives.

The first hearing is held after preliminary studies have been made on several possible corridor routes. The data gathered in the studies is presented at a "Corridor Hearing". During the course of the hearing, testimony from interested persons is recorded for study by Department of Transportation personnel and the Oregon Transportation Commission.

Upon selection of a corridor location by the Transportation Commission, a detailed survey within that corridor is made and a preliminary design plan developed for later presentation at a "Design Hearing". During the course of the survey, a Liaison Agent attempts to interview all property owners affected concerning the effect the proposed highway has on their ownerships.

The holding of "Design Hearings" provides all interested persons and public agencies an opportunity to present testimony for consideration of final highway design.

In an instance where a choice of corridors is not involved, such as in the case of an improvement project on an existing highway, a single "Combination Corridor - Design Hearing" may be held.

After all data and testimony have been studied, a final design is adopted by the Transportation Commission and the acquisition of necessary

rights-of-way is authorized. The parcels of property needed for the improvement will be described, and the right-of-way acquisition activities can commence.

APPRAISAL PROCEDURE

Department of Transportation appraisal procedures, which are designed to protect both the property owner and the taxpayer's dollar, call for an appraisal of every parcel of right-of-way. These appraisals are performed by a staff appraiser, a professional fee appraiser, or both. When business and commercial properties are involved, more appraisers may be assigned. The property owner or his designated representative will be given an opportunity to accompany the appraiser during his inspection of the property.

The appraisers consider every indicator of value. Their differences in findings, if any, are studied and reconciled. The results are checked by the Department of Transportation Right of Way officials and then approved for acquisition.

This thoroughness, plus the busy work schedules of the professional fee appraisers, explains the occasional delays between the time of the appraisal and the arrival of the Right of Way Agent.

THE RIGHT OF WAY AGENT

The Right of Way Agent who calls on the property owner has studied the appraisal and can illustrate with maps and other data how the right-of-way will affect the property. The Agent has been authorized to recommend a price and obtain an option to purchase the property, which option is subject to approval of his supervisors and the Oregon Transportation Commission. It should be noted that the Agent is unable, under the procedures governing him, to engage in "horse trading"; he is confined to those monetary values indicated by appraisal.

It is desirable to complete acquisition and transfer as soon as possible, but not at the expense of the owner's thoughtful consideration of the State's proposal.

MARKET VALUE

Before the initiation of negotiations for real property, the Department of Transportation will establish an amount which is believed to be just compensation and will make a prompt offer to acquire the property for the full amount so established. In no event will the amount be less

than the approved appraisal of the fair cash market value of the property. Fair cash market value may be defined as the price a willing buyer would pay for a property offered by a willing seller with neither party having any obligation to either buy or sell. This is known as the "willing buyer - willing seller" concept and is the basis for "market value".

In instances in which only a portion of a property is to be acquired, the compensation is based on either the value of the land taken and damages to the remainder, if any, or the "before-and-after" method. This means that the owner's loss is equal to the difference in the market value of his property before the State's acquisition and its market value immediately thereafter.

Any decrease or increase in the fair cash market value of the real property prior to the date of valuation caused by the public improvement for which the property is acquired, or by the likelihood that the property would be acquired for such improvement other than that due to physical deterioration within the reasonable control of the owner, will be disregarded in determining the compensation for the property.

Property damage payments, under Oregon law, can be made only to those persons whose property is actually purchased or used by the Department of Transportation.

MOVING IMPROVEMENTS

The law states that the property owner is entitled to money for his property; however, if he wishes to have his house or buildings moved. this may be done provided certain conditions are met.

The property owner must agree to such a move, and the total cost to the State must be less than a cash purchase.

The property owner must make his own arrangements for moving the building. The State is not able to undertake the work nor to contract the work for the owner.

PAYMENT

An understanding of the processing of a signed agreement and the payment by check will alleviate some of the concern about a seemingly delayed payment.

The option agreement must be approved by the Oregon Transportation Commission. After approval has been received, the property owner is notified of acceptance and conveyance of the title and payment may proceed. No payment of State funds may be made until a warranty deed conveying clear title has been recorded in the appropriate County records.

Any encumbrances to the title, such as unpaid taxes, assesments, mortgages, outstanding leases, or the like, must be cleared by releases prior to preparation of a voucher. At the time the deed is available for recording, a voucher is prepared and forwarded to the Highway Division Controller for preparation of a check in payment for the property. Under normal circumstances, in which no cloud obscures the title, about four weeks elapse between the time a deed is received from the property owner and the time a check is mailed to him.

In the event the property owner is unable to convey and clear title satisfactorily to the State, or in the event the State and the property owner cannot reach a mutually-satisfactory agreement, a condemnation action will be filed and the amount established by the State as just compensation will be deposited with the court for distribution in accordance with the order of the court.

POSSESSION

At the time negotiations begin with a property owner, all tenants on the property as well as the owner will be notified in writing that it is the intent of the Department of Transportation to acquire the property and give the requirements for relocation benefits.

No person lawfully occupying real property shall be required to move from his home, farm or business without at least 90 days' written notice. The displacee will be notified 30 or more days prior to the date the property must be vacated. The 30-day notice will not be given until the property owner has been paid for his property.

The Department is aware of the need of a reasonable time for relocation. If a property is not needed for several months, continued occupancy may be permitted at a reasonable rental through the Regional Property Agent.

EMINENT DOMAIN

The property owner need not accept the State's offer or enter into an agreement he feels to be unfair. A refusal is simply a case of disagreement between the two parties on the value of the property. The Department of Transportation, in the expenditure of public funds, is restricted to competent appraisals in ascertaining fair cash market value.

The Department is ready and willing to reconsider its position in light of any new evidence of value presented by the owner, including a documented professional appraisal procured by the owner.

Only in the event the parties are unable to agree as to the compensation to be paid, or the owner cannot clear title, will a condemnation suit be filed. Time for an extended discussion on some projects may not be available if the State and the highway users are to avoid the loss of considerable money due to any delay in a project. Discussions can, of course, continue even after a suit is filed. The filing of the suit permits the State, under Oregon law, to authorize the contractor to enter on the property.

RIGHT OF WAY OFFICES

For the service and convenience of those affected by highway activities, the Oregon Department of Transportation maintains fully staffed Regional Right of Way Offices at the following locations:

5821 NE Glisan Street
Portland 97213
Telephone No.
238-8215

9200 McLoughlin Blvd.
Milwaukie 97202
Telephone No.
653-3113

2960 State Street
Salem 97310
Telephone No.
378-2641

1058 W. Harvard
Roseburg 97470
Telephone No.
672-6755

North The Dalles-California Highway
Bend 97701
Telephone No.
382-1911

2111 Adams Street
La Grande 97850
Telephone No.
963-8446

Persons having questions concerning right-of-way matters are encouraged to contact the nearest Regional Office.

QUESTIONS AND ANSWERS

ACQUISITION

1. What authority does the Right of Way Agent have in acquiring the property?

   The Agent has authority to attempt to agree as to price and to submit his recommendation for presentation to the Oregon Transportation Commission.

2. Can the Right of Way Agent make a formal offer for the property?

   No, he cannot. Only the Transportation Commission or its designated representative has authority to make an offer. The Agent may recommend a price for the necessary parcel.

3. Is earnest money received if an option is signed?

   No. If the option is accepted by the Commission, the amount involved is mailed after the processing of the option.

4. What courses does the property owner have if negotiations fail?

   He has the right to have a jury hear the case and make an award.

PAYMENT

1. Who prepares the deed and clears the title?

   The Salem Right of Way Office of the Department of Transportation prepares and records most of the documents necessary to convey clear title; however, it is the property owner's obligation to secure signatures on any documents which may be necessary to provide clear title.

   The State orders and pays for title insurance unless other arrangements are made.

2. How does the property owner know the State will fulfill its obligation?

   The option approved by the Transportation Commission remains a binding contract even after the deed is signed. The State is bound by this agreement as to its own obligations; and, by the same token, it cannot exceed the authority contained therein.

3. Can the property owner rent or buy buildings?

   Unless other specific arrangements are made, buildings will be sold at public auction after proper notification in the newspapers. All sales and rentals are handled by the Regional Property Agent.

CONSTRUCTION FEATURES

1. Why is new right-of-way necessary? Why can't the present highway be rebuilt?

   The standards of the new Federal-aid highways, as established by the State and the Federal Highway Administration, are such that rebuilding many of the present highways to r these standards is not economically sound. addition, most of these existing highways will be needed to assist the freeways in carrying the heavy volume of traffic. In some cases, the present improved highway is to be used as two of the four lanes of the new freeway.

2. Who determines the necessity, location, width of rights-of-way, access control, and schedule of construction for new State highways and public projects?

   The Oregon Transportation Commission, upon recommendation of the Administrator and State Highway Engineer, and the Federal Highway Administration when required.

VALUE

1. How does the State arrive at the value of the property?

   Real estate appraisals are prepared and submitted by staff or fee appraisers, or both.

   A staff appraisal is one which is prepared by an employee of the Department of Transportation who is qualified by educatio training, and experience to make prop appraisals.

   A fee appraisal is one prepared by a professional appraiser who is employed for a particular job. He is not a State employee, but an independent appraiser whose services are generally available to anyone wishing to retain him.

2. How about the appraiser the property owner hires?

   The Department will gladly examine with open mind the appraisal prepared for the owner. If it is a fully-documented appraisal, the State review staff is authorized to give it the same consideration as those prepared for the State.

Rev. 12-77

MOVING BECAUSE OF THE HIGHWAY OR PUBLIC PROJECTS?

A DESCRIPTION OF THE
OREGON DEPARTMENT OF TRANSPORTATION'S
RELOCATION ASSISTANCE
PROGRAM

Department of Transportation policy requires that no family or individual will be required to vacate any dwelling until such displacee has found or been offered adequate replacement housing.

All replacement housing offered will be fair housing open to all persons regardless of race, color, religion, sex, or national origin. Fair housing will be available to all affected persons regardless of race, color, religion, sex, or national origin.

Federal Department of Transportation Order No. 5620.1 sets forth the same requirement for Federally-assisted projects.

Relocation legislation, because of its wide scope, is somewhat complicated and difficult to read and interpret. For the benefit of those who are affected by the Department of Transporation property acquisitions, this leaflet summarizes the principal provisions of relocation services and benefits. However, persons reading this leaflet are urged not to form advance opinions as to the benefits and amounts to which they may be entitled. The right of way agent assigned to purchase a property will have detailed information for displaced persons.

OREGON DEPARTMENT OF TRANSPORTATION

Public Law 91-646, Title II, Section 216, states as follows: "No payment received under this title" (relocation payments) "shall be considered as income for the purposes of the Internal Revenue Code of 1954; or for the purpose of determining the eligibility or the extent of eligibility of any person for assistance under the Social Security Act or any other Federal Law."

RELOCATION SERVICES

The Department of Transportation maintains fully-staffed regional right of way offices in the following locations:

5521 NE Glisan Street
Portland 97213
Telephone No.
238-8215

9200 McLouglin Blvd.
Portland 97202
Telephone No.
653-3113

2960 State Street
Salem 97310
Telephone No.
378-2641

1058 W. Harvard
Roseburg 97470
Telephone No.
672-6755

North The Dalles-
California Highway
Bend 97701
Telephone No.
382-1911

2111 Adams Street
La Grande 97850
Telephone No.

963-8446

These offices maintain current lists of replacement dwellings, businesses, and farms for displaced persons, as well as current data on required deposits for utilities, closing costs, typical down payments, interest rates, and FHA and VA requirements and information. The offices also have maps showing the location of schools, parks, playgrounds, and shopping areas. Public transportation routes are shown and schedules and fare information is available. An experienced right of way agent is available to aid displaced persons to the fullest extent. Right of way agents do not expect and will not accept any fee for any service rendered.

ELIGIBILITY

It is most important to note that eligibility to receive any of the following benefits is not complete until the affected property has been purchased by the State.

GENERAL MOVING EXPENSES

Service charges for reconnecting utilities are reimbursable, except under "Schedule Move Procedures".

INDIVIDUAL AND FAMILY MOVING EXPENSES

Any individual or family displaced by a Department of Transportation project is entitled to receive a payment for reasonable expenses of moving personal property a distance not to exceed a 50-mile radius or to the nearest available and adequate site.

In order to obtain a moving expense payment, a displaced person must file, within 18 months after moving, a written claim with the Department of Transportation on a form provided for that purpose. In some cases, where it is to the benefit of the displaced person, a written arrangement with the Department of Transportation will allow the displaced person to present an unpaid commercial moving bill and the Department of Transportation will make payment directly to the mover. Residential moving costs may also be claimed according to a set schedule based upon the number of rooms of furniture to be moved.

RESIDENTIAL MOVING SCHEDULE

Unfurnished
[Relocatee owns furniture]

$ 60 [1 rm]
$120 [2 rm]
$180 [3 rm]
$240 [4 rm]
$300 [5 rm]
Five or more rooms – $300

Furnished
[Relocatee does not own furniture]

$20 per room up to a maximum of $300

MOBILE HOME MOVING SCHEDULE

[Based upon total floor area]

Amount of Payment	Square Foot Area
$100	Up to 200 sq. ft.
$200	201 sq. ft. – 600 sq. ft.
$300	More than 600 sq. ft.

In addition to the moving payment based on a room count or mobile home square-foot area, a dislocation allowance of $200 will be paid.

BUSINESS, FARM & NONPROFIT ORGANIZATION MOVING EXPENSES

Displaced businesses, farm operations and nonprofit organizations are entitled to receive actual reasonable moving expenses for moving personal property a distance not to exceed a 50-mile radius or to the nearest available and adequate site. The actual and reasonable cost of searching for a replacement location may be claimed up to $500 for a farm or business and up to $100 for advertising sign companies. Suck payments must be supported by receipted bills or other evidence of expenses incurred.

As an alternate moving expense procedure, in the case of a self move, the business, farm operation or nonprofit organization may be paid an amount not to exceed the lower of two estimates secured by the Department of Transportation from competent moving companies.

Under certain conditions, businesses, farms, and nonprofit organizations may receive payments for direct losses of tangible personal property resulting from the necessity to relocate.

In lieu of moving expense payments, a displaced or discontinued business or farm operation, except advertising sign owners, may, under certain conditions, elect to receive an amount equal to the average annual net earnings of the business or farm operation during the two tax years immediately preceding the year in which such business or farm operation is displaced. The payment cannot exceed $10,000 and will not be less than $2,500. Those who choose the "in lieu" payment are not eligible for any other relocation benefit payment.

STORAGE OF PERSONAL PROPERTY

Occasionally, unusual circumstances may make the storage of personal property mutually beneficial to the displaced owner and the State. The cost of such storage may qualify for a payment in addition to the actual moving expense payments. It should be clearly understood that those dislocatees accepting the schedule or in lieu moving expense payment are not eligible to receive the storage expense benefit. This additional benefit requires the written approval from the Department of Transportation and may not exceed twelve months.

REPLACEMENT HOUSING

A displaced owner-occupant of a dwelling actually owned and occupied by the owner for 180 days or more immediately prior to the initiation of negotiation for such property may be eligible for additional payments, the combined total of which may not exceed $15,000.

The replacement housing payment is the amount, if any, when added to the amount for which the State acquired his dwelling, equals the actual cost which the owner is required to pay for a decent, safe and sanitary replacement dwelling or the amount determined by the State as necessary to purchase a comparable dwelling, whichever is less. Also, to compensate the owner for increased interest costs he is required to pay for financing the replacement dwelling and for the actual closing costs incidental to the purchase of replacement housing.

A displaced owner-occupant of a dwelling actually owned and occupied by the owner for 90 days or more but less than 180 days or a tenant-occupant of 90 days or more immediately prior to initiation of negotiation for such property may be eligible for additional payments, the combined total of which may not exceed $4,000. This payment is the amount necessary to make a down payment on the purchase of a replacement dwelling and to reimburse the relocatee for the actual closing costs incidental to the purchase of the replacement dwelling. Necessary deposits for taxes and insurance are not considered as closing costs. In those cases where an owner-occupant of 90 days or more but less than 180 days or the tenant-occupant of 90 days or more chooses to rent instead of purchasing a replacement dwelling, he may, under certain conditions, become eligible for a payment up to $4,000 to enable him to rent a decent, safe and sanitary replacement dwelling.

The rent payment is the increase in rent necessary to rent a comparable dwelling for 48 months or the amount determined by the State as necessary to rent a comparable dwelling for 48 months, whichever is less.

To be eligible for these benefits, the displaced occupant must occupy a decent, safe and sanitary replacement dwelling within one year subsequent to the required date of displacement from the dwelling unit acquired by the Department of Transportation.

Claims for housing additives and rent supplements must be made in writing on a Department of Transportation form supplied for this purpose and must be filed with the Department of Transportation no later than 18 months after the date of displacement or six months after final adjudication of a condemnation case.

Before payments for any replacement dwelling benefits can be made, the replacement dwelling must be checked by Department of Transporation personnel to ascertain that it meets the decent, safe and sanitary standards established by the Federal Department of Transportation. We advise that you have this determination made prior to making a commitment to rent or buy. Please understand that the replacement dwelling decent, safe and sanitary inspection that will be conducted by agency personnel is for the sole purpose of determining a relocatee's eligibility for a relocation payment.

POSSESSION

No person lawfully occupying real property shall be required to move from his home, farm or business location without at least 90 days' written notice.

The displacee will be notified 30 or more days prior to the date the property must be vacated. The 30-day notice will not be given until the property owner has been paid for his property.

APPEALS

Any relocatee who is dissatisfied with any ruling on his eligibility or claim for any relocation benefit payment shall have the right of appeal. Appeal forms can be secured from the right of way agent who is handling the property acquisition. The Chief Administrative Officer of the Department of Transportation has delegated his review authority to a two-member board. Appeals must be filed with the board within 90 days after the State acts on a claim or denies eligibility for a benefit.

Any person making such an appeal will be given full opportunity to be heard at an appeal hearing arranged to examine his complaint. A prompt decision will be provided giving reasons in support of the result reached. The decision by the board will be considered as final.

RIGHT OF WAY AGENT

Relocatees will be given detailed information regarding their eligibility and possible benefits by the right of way agent assigned to acquire the property.

Rev. 5-78

1970 RELOCATION ACT – MONETARY BENEFITS

RESIDENTIAL

Owner-occupant of 180 days or more prior to initiation of negotiations for the parcel.

Housing Additive	$15,000 maximum
Including	
Costs incidental to purchase of replacement dwelling	
And Including	
Increased interest cost on replacement dwelling	
or	
Rent Supplement	$4,000 maximum
Plus	
Actual reasonable moving costs	Actual
Or	
Moving costs based upon schedule	$500 maximum
Or	
Storage of personal property up to twelve months, when necessary	Actual

81-734-3772

Owner-occupant of 90 days or more but less than 180 days and tenant-occupants of 90 days or more occupancy prior to initiation of negotiations for the parcel.

Rent Supplement	$4,000 maximum
Or	
Down payment benefit and costs incidental to purchase of replacement dwelling	$4,000 maximum
Plus	
Actual reasonable moving costs	Actual
Or	
Moving costs based upon schedule	$500 maximum
Or	
Storage of personal property up to twelve months, if necessary	Actual

BUSINESS & FARM

Owner-occupants and tenant-occupants entitled to same benefits. Must occupy at initiation of negotiations for the parcel.

Actual reasonable moving costs	Actual
Or	
Negotiated moving cost payment not to exceed lower of two estimates secured by agency	No more than low estimate
Plus	
Tangible personal property loss due to relocation	Actual value or estimated cost to move, whichever is lower
Plus	
Reasonable cost of search for new site	$500 maximum $100 maximum for sign companies
Plus	
Storage of personal property up to twelve months, when necessary	Actual
Or	
Payment "in lieu" of all other benefits–requires approval of agency	Average of net earnings for two years prior to year of relocation $2,500 minimum $10,000 maximum

1983 Greeley Connection to I-5 9729
Sec. Pacific Hwy. in Portland.
(Gr,pv,str,sign,ill,sig. & ldsp) #3

7721

Agenda file
copy

ENDING OF R. N. BOTHMAN'S PRESENTATION REGARDING THE REPORT ON THE PORTLAND FREEWAY STUDY OF THE "I-5, NORTH FREEWAY IMPROVEMENT AND MANAGEMENT PROGRAM".

CHAIRMAN YTURRI: Any questions?

COMMISSIONER COLEMAN: I think it is a tremendous report.

COMMISSIONER HOLLERN: 42 million dollars?

R. N. BOTHMAN: I didn't cut back, did I? Yes, it isn't an inexpensive program. There is a summary of those costs. We can make - four of the changes are rather insignificant - in big numbers, of 3, 3 million, five hundred thousand, 3 hundred thousand, a million, 2. The big cost is the cost of getting this additional collector system through here, and that cost is 36 million dollars. We are looking at a - and then the ramp metering is a rather lesser item at 5 hundred thousand, being just - all it is is a signal at each of the 12 on ramps, so the total is 41.5 - 41.5 million dollars.

COMMISSIONER COLEMAN: Is all of this - 92% of this Federal money?

R. N. BOTHMAN: That's one - in Fred's memo to you - that's one of the stipulations that one, that we would have to go into preliminary engineering, there are, not to hide anything, there are some definite questions. Some of our proposals are less than the full standards. Rather than going to the full standard shoulders, for instance, of 10 feet on the structures, we're proposing to go to the 4 foot shoulders. I think one case they're 5. So, in some cases, we're saying we'd like to compromise on the standards, we may get into the project and find out that really we should stick with the full shoulders and the cost could go up.

*copy sent to Bothman in morning mail on 6-27-79.

So, one, we don't have the final design done and two, that cost could be more. But it is predicated on the availability of Federal Aid Interstate dollars to build it.

CHAIRMAN YTURRI: What you're asking the Commission today, then, is for approval of this concept and agreement to commit these projects to the Six Year Program in its next update.

R. N. BOTHMAN: Essentially, that's correct.

F. B. KLABOE: That's correct, yes.

CHAIRMAN YTURRI: Subject to the availability of Interstate Funds and also subject to what you've just mentioned.

F. B. KLABOE: Right.

R. N. BOTHMAN: The Federal approval.

F. B. KLABOE: Yes, sir.

CHAIRMAN YTURRI: Any further questions? Fred, you -

F. B. KLABOE: It is a large program. As you know, Secretary Brock Adams was in Portland two weeks ago or three weeks ago, announced the tentative but very strong indication of final approval on the Greeley ramps, contingent on the Transportation Commission going ahead with improvements on I-5, which are needed, incidentally, without their Greeley ramps, and going ahead with improvements on I-5 to make it all work when the Greeley ramps are finished. And that was the contingency that the Secretary of Transportation put on it, which indicates to me also that he will approve Interstate Funds and adding this to our Interstate estimate.

CHAIRMAN YTURRI: Any further questions?

R. N. BOTHMAN: Fred, one thing, our intent I believe was to proceed immediately with the preliminary engineering so it would have to be added to the Six Year Program at this time.

F. B. KLABOE: Oh yes, the preliminary engineering we'd have to add at this time, because we want to immediately start on the preliminary engineering.

CHAIRMAN YTURRI: If there's no objection then, the approval of the concept to commencement of the preliminary planning, subject to these conditions and adding to the Six Year Program, is approved.

R. N. BOTHMAN: Thank you.

F. B. KLABOE: Thank you.

REMARKS PREPARED FOR DELIVERY BY SECRETARY OF TRANSPORTATION

BROCK ADAMS, PRESS CONFERENCE, OPENING STATEMENT,

PORTLAND, OREGON, MAY 17, 1979.

cc Coulter
Bethman
Kulien

THANK YOU, NEIL.

I MUST SAY THAT I ALWAYS APPRECIATE THAT KIND OF INTRODUCTION, AND I DON'T THINK IT DOES ANY HARM PROVIDED YOU DON'T INHALE TOO MUCH OF IT!

AS MANY OF YOU KNOW, THE GREELEY RAMP PROJECT HAS BEEN UNDER CONSIDERATION BY THE DEPARTMENT OF TRANSPORTATION FOR SOME TIME. WHILE WE HAVE HAD SOME CONCERNS ABOUT THE PROJECT AND ITS POTENTIAL IMPACT ON THE PORTLAND AREA, I MUST SAY IN ALL CANDOR THAT WE HAVE BEEN EXTREMELY IMPRESSED BY THE SCOPE OF THE INDUSTRIAL DEVELOPMENT PROJECT AT SWAN ISLAND, THE EXTENSIVE LOCAL INITIATIVE BEHIND IT, AND THE IMPORTANCE OF THE GREELEY PROJECT TO THAT INDUSTRIAL DEVELOPMENT.

MAYOR GOLDSCHMIDT, MEMBERS OF THE SWAN ISLAND TASK FORCE, AND COUNTLESS OTHER LOCAL BUSINESS AND CIVIC LEADERS HAVE MADE US KEENLY AWARE OF THE POSITIVE IMPACT THIS PROJECT WOULD HAVE ON THE ECONOMIC HEALTH AND VITALITY OF THE PORTLAND AREA.

MOREOVER, THIS PROJECT IS CLEARLY ONE OF THE BEST EXAMPLES IN THE NATION TODAY OF THE TYPE OF COORDINATED AND COMPREHENSIVE URBAN INITIATIVE PRESIDENT CARTER CALLED FOR IN HIS NATIONAL URBAN POLICY.

IT COORDINATES FEDERAL SPENDING IN THE AREA OF TRANSPORTATION WITH NATIONAL URBAN PRIORITIES FOR ECONOMIC AND INDUSTRIAL DEVELOPMENT, EXPANDED EMPLOYMENT OPPORTUNITIES, REDUCED CONGESTION AND AN AGGRESSIVE REVITALIZATION OF OUR CORE CITIES.

IN SHORT, I BELIEVE THIS ENTIRE INDUSTRIAL DEVELOPMENT PROGRAM REPRESENTS A THOUGHTFUL, PROGRESSIVE URBAN INITIATIVE, THE LINCHPIN OF WHICH IS THE GREELEY RAMP ACCESS TO INTERSTATE 5.

THE TWO PRIMARY CONCERNS THE DEPARTMENT OF TRANSPORTATION HAS HAD ABOUT THE GREELEY RAMP PROPOSAL INVOLVE 1) ITS IMPACT ON AN ALREADY CONGESTED INTERSTATE ARTERY, AND 2) ITS ENVIRONMENTAL IMPACT ON THE NORTH PORTLAND AREA.

WITH REGARD TO THE FIRST CONCERN, THE STATE HAS DEVELOPED A TRANSPORTATION MANAGEMENT STRATEGY WHICH CONTAINS RECOMMENDATIONS TO UPGRADE AND CONTROL I-5, THUS ENABLING IT TO PROVIDE REASONABLE SERVICE BOTH FOR CURRENT TRAFFIC, AND THAT WHICH WOULD BE GENERATED BY SUCH ADDITIONAL GROWTH AS THE SWAN ISLAND DEVELOPMENT.

9

AFFIRMATIVE ACTION BY THE OREGON TRANSPORTATION COMMISSION ON THESE RECOMMENDATIONS WOULD RESPOND TO OUR FIRST CONCERN.

10

THE OREGON DEPARTMENT OF TRANSPORTATION HAS ADVISED THAT IT IS PREPARED TO INITIATE DEVELOPMENT ACTIVITIES FOR THE PROPOSED PROJECT ON I-5 AFTER SECURING APPROVAL FROM ITS TRANSPORTATION COMMISSION NEXT MONTH.

ON THE SECOND POINT--THAT OF THE PROJECT'S IMPACT ON THE ENVIRONMENT OF NORTH PORTLAND--AN ENVIRONMENTAL IMPACT STATEMENT HAS BEEN DEVELOPED AND IS IN ITS FINAL STAGE OF REVIEW IN THE FEDERAL HIGHWAY ADMINISTRATION.

I EXPECT THAT THIS STATEMENT WILL BE APPROVED.

WITH FAVORABLE ACTIONS ON THESE TWO POINTS NOW ANTICIPATED, I AM PLEASED TO ANNOUNCE THAT WE SEE NO FURTHER OBSTACLES TO APPROVAL OF THE GREELEY RAMPS BY THE DEPARTMENT OF TRANSPORTATION.

I CONGRATULATE YOUR MAYOR, THE TASK FORCE, THE LOCAL FHWA OFFICIALS AND ALL THOSE INVOLVED IN THIS PROJECT FOR A JOB WELL DONE.

YOU HAVE DEMONSTRATED THE EFFECTIVENESS OF THE FEDERAL-LOCAL PARTNERSHIP, AND HAVE SHOWN CLEARLY WHAT CAN BE DONE WHEN FEDERAL INVESTMENTS AND POLICIES CAN BE COORDINATED WITH LOCAL PLANNING AND DEVELOPMENT STRATEGIES.

BUT MORE THAN THAT, NEIL, YOU HAVE SHOWN THAT ALL ROADS PAVED WITH GOOD INTENTIONS DON'T NECESSARILY LEAD YOU-KNOW-WHERE ... PROVIDED THERE IS ALSO GOOD PLANNING.

I AM SURE I CAN SPEAK FOR THE MAYOR -- AT LEAST THIS ONCE -- AND SAY THAT WE BOTH WILL NOW BE HAPPY TO ANSWER ANY QUESTIONS YOU MAY HAVE.

#####

I-5 North Freeway

Improvement & Management Program

Portland, Oregon

OREGON DEPARTMENT OF TRANSPORTATION

METROPOLITAN BRANCH

APRIL 1979

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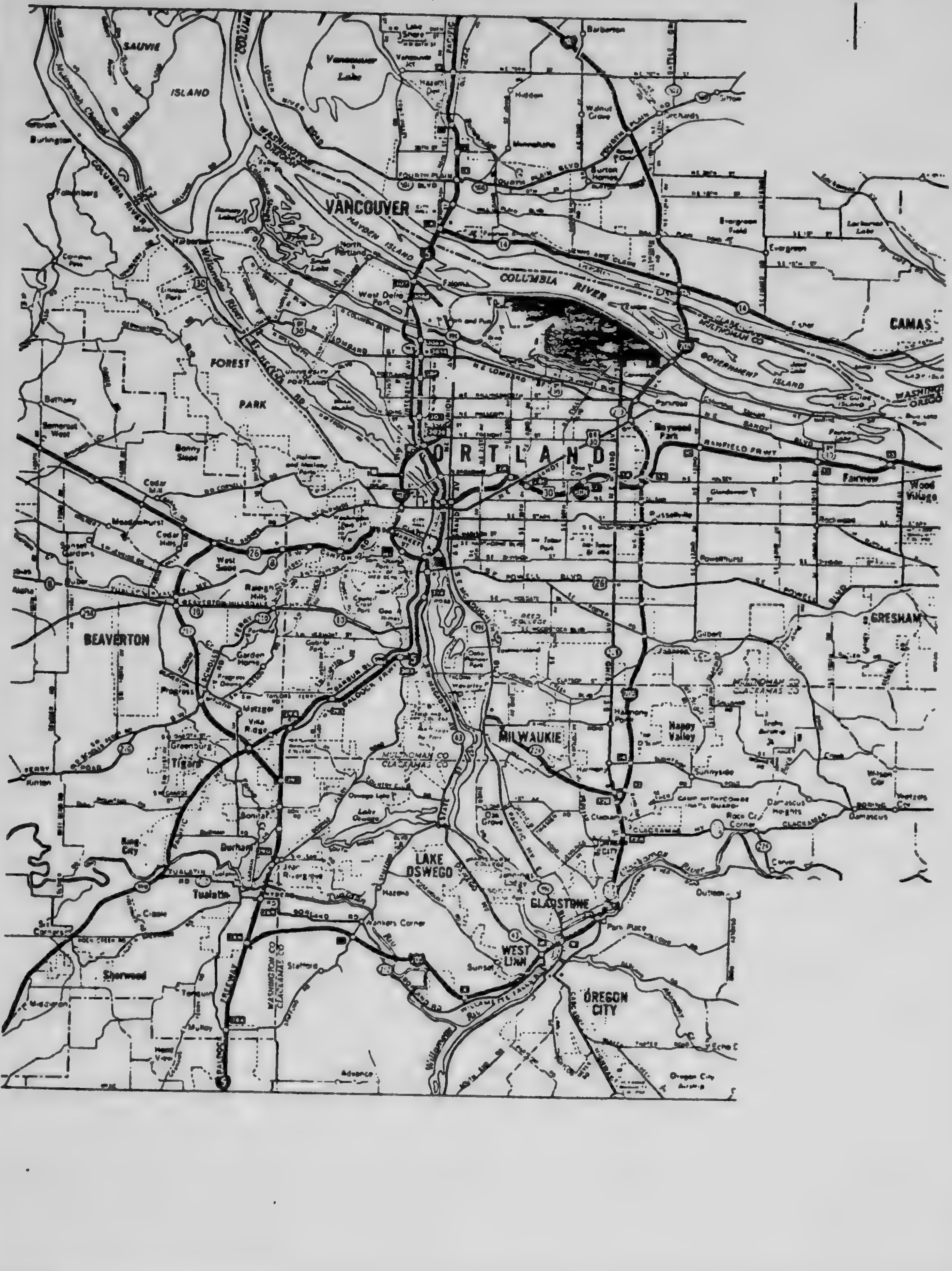
REGIONAL HIGHWAY SYSTEM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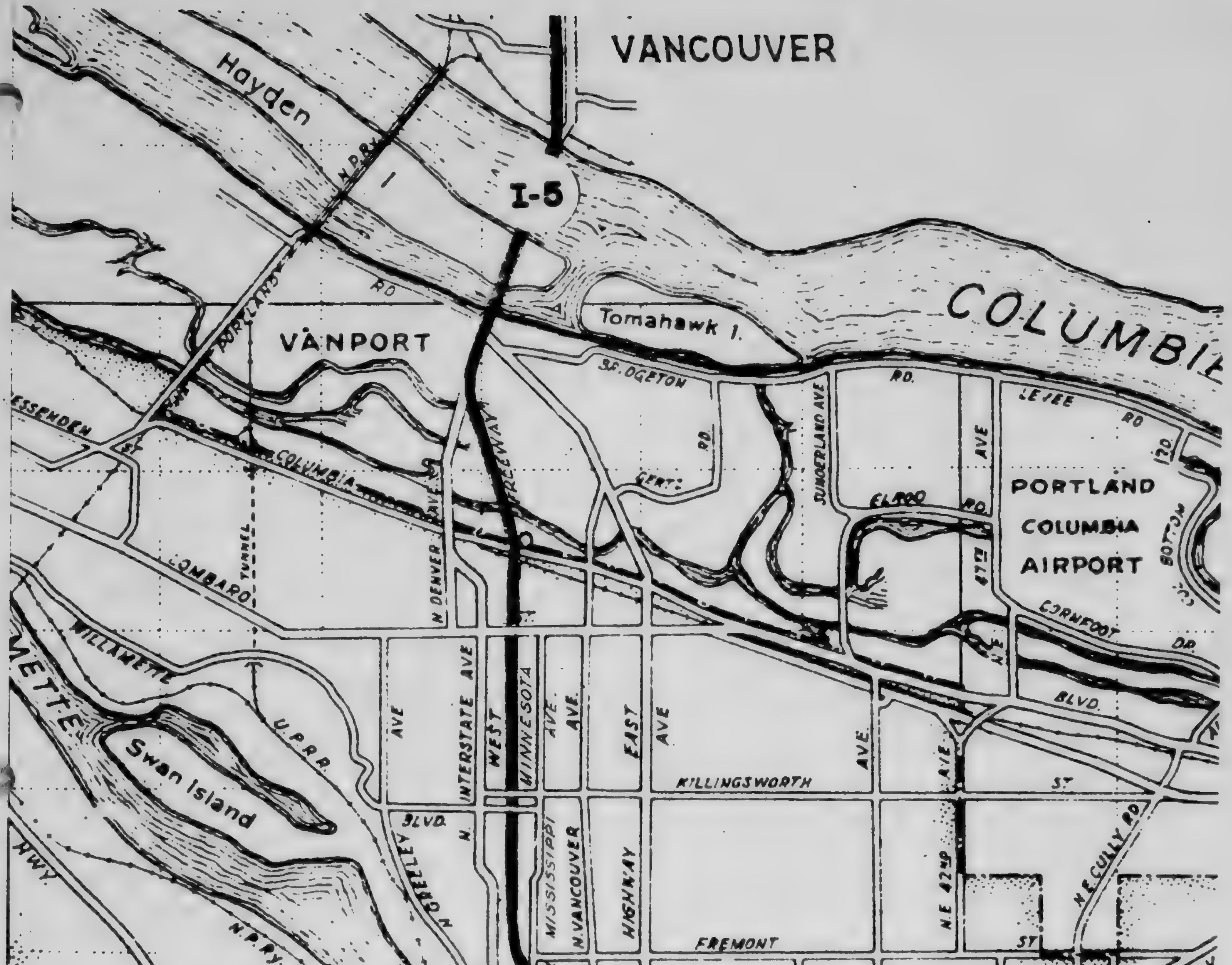
ISLAND
Vancouver Lake
Barberton
Hidden
Orchards
Burlington
VANCOUVER
HAYDEN ISLAND
COLUMBIA RIVER
WASHINGTON
OREGON
GOVERNMENT ISLAND
CAMAS
FOREST
PARK
PORTLAND
Fairview
Wood Village
BEAVERTON
GRESHAM
MULTNOMAH CO
CLACKAMAS CO
MILWAUKIE
Happy Valley
Tigard
LAKE OSWEGO
Tualatin
GLADSTONE
WEST LINN
Sherwood
WASHINGTON CO
CLACKAMAS CO
OREGON CITY


VANCOUVER
Hayden I.
I-5
COLUMBIA
Tomahawk I.
VANPORT
PORTLAND RD
N.P.RY.
FESSENDEN ST
COLUMBIA
SUNDERLAND AVE
GERTZ RD
ELROD RD
LEVEE RD
PORTLAND
COLUMBIA
AIRPORT
BOTTOM
CORNFOOT DR.
BLVD.
LOMBARD
TUNNEL
N DENVER AVE
FREEWAY
WILLAMETTE
WILLAMETTE
U.P.R.R.
Swan Island
INTERSTATE AVE
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MINNESOTA
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EAST
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KILLINGSWORTH
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N.E. CULLY RD
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N GREELEY
MISSISSIPPI
N. VANCOUVER
HIGHWAY
N E 42ND
HWY
FREMONT
ST
N.P.RY.
P O R T L A N D
RIVER
UNION
24TH ST
N E 33RD
AVE.
AVE.
57TH AVE.
82ND AVE.
BLVD.
BROADWAY
VAUGHN ST.
CORNELL RD
LOVEJOY ST
FWY
PACIFIC
SANDY
GLISAN
I
80
I
405
BARNES RD
BURNSIDE
STARK
ST
ST
BLVD
FAIRVIEW BLVD
JEFFERSON ST.
MORRISON ST
BELMONT ST.
HAWTHORNE BLVD
CO.
RD
CANYON
STADIUM
EAST BANK
DIVISION
AVE
AVE
60TH
ST.
HUMPHREY BLVD
HEWETT BLVD
BROADWAY DR
PATTON
FAIRMOUNT BLVD
MARQUAM RD
POWELL
AVE
HAMILTON ST.
I-5
HOLGATE
ROSS

STUDY AREA

PROGRAM SUMMARY

Interstate Route 5 is now and will continue to be an important surface transportation facility serving Portland and the State of Oregon. This highway provides freeway level service for the interstate, interregional, and local movement of goods, people and emergency services. As a functional segment of Portland's surface transportation network, I-5 interconnects all other freeways in the Portland area.

The section of I-5 evaluated in this report is a six mile section from the east end of the Marquam Bridge to the Interstate Bridge across the Columbia River. This section is congested during peak periods. Planning is now in an advanced stage for adding new connections to I-5 in the Fremont Interchange area (Greeley Ramps) to support major additional job-producing development on Swan Island. The impact of this development and other growth will place additional traffic carrying demands on I-5.

The completion of I-205 as a major north-south route scheduled to open in 1982 will not relieve traffic deficiencies on this section of I-5. Also planning for major reconstruction of the Oregon Slough Bridge and a short section of I-5 to the south is in an advanced stage. Planning for adding new ramps from I-5 to city streets at the east end of the Marquam Bridge is in the early evaluation stage.

The purpose of this evaluation was to examine both the existing and future traffic deficiencies on the six mile section of I-5 and to develop a program of action involving traffic control and limited construction within the corridor which could assure a reasonable traffic service level. The role of transit and ridesharing potential was generally considered in the evaluations.

The overall effort was to fine-tune the existing freeway to achieve high efficiency as measured by reduced delay and congestion, and improved safety. The fixed capacity restraints on the Marquam Bridge and the Interstate Bridge were accepted as the controls for this section, and the freeway system between these points could be "balanced" and "controlled".

The evaluation from which the program of action resulted included an examination of existing and future patterns of traffic flow, accident experience, current and future capacity deficiencies, the feasibility of modifying through limited or significant construction deficient sections, cost estimates, and the traffic implications for other streets and highways in the corridor and connecting to I-5. Promotion of energy conservation, improving urban air quality, and minimizing community disruption were inherent constraints in the study.

Program of Action

The program of action proposed includes a combination of physical reconstruction on I-5 and installation of entrance ramp control signals scheduled to coordinate with other future transportation improvements including the completion of I-205 and the construction of the Greeley ramps. Specific timing schedules would be determined following general program acceptance. Funding sources are Federal Aid Interstate. The Federal Interstate Highway Program provided federal funding for 92 percent of the initial construction of I-5 and the continued functioning of this important facility involves a clear federal interest.

The following specific program is proposed:

1. Widen the northbound and southbound section on the east end of the Marquam Bridge to create three full lanes. Operational deficiencies through this section caused by excessive lane changes will be reduced and safety will be improved.

2. Restripe the section through the Portland Boulevard interchange to provide three lanes each direction. This will improve the operational deficiencies associated with this section.
3. Relocate the median rail on I-5 southbound from the Fremont Bridge off-ramp for a distance of approximately 1000 feet. Turbulence around the Fremont Bridge southbound off-ramp resulting from a four-lane section into a two-two split will be eliminated by providing a three-two lane split. Southbound traffic will merge back to a two-lane section approximately 1000 feet downstream from the off-ramp.
4. Add a third lane southbound at the Greeley on-ramp with a fourth lane added between the Fremont Bridge on-ramp to I-5 and the Broadway off-ramp. The added lane can be accomplished by relocating the median barrier six feet to the east, rebuilding the existing shoulder area and restriping. Two lanes will exit to the Broadway ramp. Three lanes continue on I-5 south where two lanes currently exist. This will be accomplished by moving the median barrier six feet to the east and restriping. A fourth lane is added from the Broadway on-ramp south to the Banfield off-ramp. Three lanes will be striped to the Morrison off-ramp where southbound traffic will continue in two lanes. Added capacity on this section of freeway is needed to match the existing and future traffic demands.
5. Construct a collector-distributor road system for northbound I-5 traffic from the Morrison Bridge to the Fremont Bridge. This will be accomplished by extending the northbound Morrison on-ramp to enter

I-5 north of the Burnside Bridge where a third lane will be added to the freeway. The Banfield freeway on-ramp will be extended on a collector-distributor system to north of the Broadway off-ramp where it will merge with the existing two-lane freeway. Connections to Broadway from the collector-distributor and I-5 will be provided. This system will eliminate the weave problems in this section created by the high volumes and deficient weave length.

The northbound Broadway on-ramp will be carried on a collector-distributor road through the Fremont Interchange and connect with I-5 just south of the northbound Fremont on-ramp. Connections to the Fremont Bridge and Greeley ramp will be provided for from this collector-distributor road.

6. Implement entrance ramp control on all street connections to I-5. All on-ramps to be controlled will be restriped to provide a high occupant vehicle lane to bypass the meters. Immediate ramp control should be initiated on the section of I-5 from Broadway Avenue to the Interstate Bridge to reduce the serious recurrent congestion in the northbound direction. Other ramp control should be initiated in conjunction with the other improvements listed.

Costs and Benefits

The costs for the above described work are estimated in current dollars.

1.	Provide 3 lanes northbound and southbound at east end of Marquam Bridge	$ 3,000,000
2.	Reconstruct shoulders, curbs, for 6-lanes through Portland Blvd.	500,000
3.	Relocate median rail, reconstruct shoulders, and restripe for 3 southbound lanes - Fremont for a distance of about 1000 feet.	300,000

4.	Relocate median rail, reconstruct shoulders and restripe for three southbound lanes Greeley on-ramp to Morrison off-ramp.	$ 1,200,000
5.	Reconstruct I-5 northbound - Morrison to Fremont	36,000,000
6.	Entrance Ramp Control	500,000
		$41,500,000

The benefits from these improvements will be reduced delay, improved reliability in system performance, accident reduction, and allows additional access to the Swan Island Industrial area at Greeley. It will be necessary to add capacity to the restricted sections of the freeway to implement ramp control. Ramp control is necessary to preserve the operational improvement made possible by the geometric improvements. The capacity of this roadway section cannot change without changing the geometric features, however ramp control will increase traffic volumes on a freeway section by maintaining an efficient operating speed.

It is estimated the freeway controls on the north section of the Portland freeway system will reduce corridor travel time by 800 vehicle-hours a day, or 200,000 vehicle-hours each year. These improvements are compatible with energy conservation and air quality improvement goals. Little, if any, disruption to existing urban development is anticipated. Disruption during construction would receive further detailed evaluation but is not forseen as severe with proper planning.

I. INTRODUCTION

Within the last few years, increased traffic has resulted in increased congestion on the freeway system in the Portland area. There is general agreement that solutions to the operational problems must be developed. Increased problems of congestion on I-5 are identified in the Final Environmental Impact Statement for the Greeley ramp project. The proposed Greeley ramp project will provide a new route to serve the Swan Island Industrial area to and from I-5. Swan Island is expected to nearly double in employment from the existing 7,000 employees to 13,200 by 1990.

The present and projected undesirable level of service on I-5 led to the development of this study to:

1. Locate the problems and deficiencies on I-5 between the Marquam Bridge and Interstate Bridge.
2. Establish a balanced freeway design.
3. Recommend short-term improvements.
4. Recommend long-term improvements
5. Recommend freeway management techniques to control freeway congestion.
6. Review on-going projects for coordination and compatibility.

The purpose of this study is to develop a plan to balance and manage traffic flow on the north portion of I-5 from Marquam Bridge to the Interstate Bridge. The I-405 and Banfield freeways were also evaluated because of their impacts on I-5.

The study was initiated because of the request for additional access to Swan Island with the Greeley ramp proposal. Satisfactory operation can be achieved by implementing techniques of freeway control at on-ramp locations and through some widening of bottleneck locations. This report evaluates the impact of the controls on traffic patterns and estimate benefits realized through the freeway control schemes.

II. TRAFFIC LOAD

The existing 53.5 miles of interstate freeway system in the Portland urban area is an integral part of the urban transportation system. As such, it carries a major portion of the vehicular traffic load.

The area evaluated for this study contains 17.8 miles of freeway system or 35.6 directional miles. This existing freeway system within the study area provides a high level of service during the off-peak period. During the peak periods 80 percent of the freeway system in the study area has no congestion problems. However, during workday peak periods, the 20 percent which does have capacity problems produces substantial delay. These sections act as restrictions or "bottlenecks" impeding traffic flow on other sections approaching the bottleneck area. These problem areas are described in the section Freeway System Evaluation.

Observation of freeway operation during the peak periods disclosed that long sections of freeway are acting as storage areas (where there is stop-and-go driving conditions) for vehicles waiting their turn to get through relatively short bottlenecks.

The tremendous growth in travel over the last ten years on the Portland urban area freeway system is shown in Table 1. The figures shown in Table 1 indicate freeway travel has increased 50 percent in the ten-year period since 1968. Figure 1 graphically illustrates the growth in freeway traffic at the permanent recorder locations. Congestion was beginning to develop over four years ago for short periods on some segments of the system. Since that time, average annual travel has increased at approximately six percent per year.

This growth rate is expected to continue even with the longer delays and increased congestion that will accompany this growth.

Figures 2 and 3 show the existing accumulated travel time and travel speeds on several of the congested freeway segments. As traffic volumes increase, the period of delay and congestion will increase, resulting in many more vehicle-hours of delay time.

If no further projects are implemented to remove bottlenecks and no controls are installed on ramps to regulate traffic entering the freeway, it is anticipated that within the next few years most of the freeway system will experience severe congestion during the morning and evening peak periods with operating speeds below 20 MPH for extensive periods. Also, there is potential for increased accidents due to more stop-and-go driving.

This study is intended to develop a plan to eliminate peak period congestion. This type of congestion termed predictable congestion, that is, it occurs at certain times and certain locations each day. Another form of congestion often encountered is unpredictable congestion. Unpredictable congestion occurs at random locations and times of day resulting from accidents, weather, spilled loads, etc. This type of congestion will be discussed further under the "Accidents" section.

Some reduction in traffic volumes on I-5 can be expected with the completion of I-205 in 1982. This reduction will be a short term relief and by 1990, traffic volumes are forecast to be approaching today's level.

III. ACCIDENTS

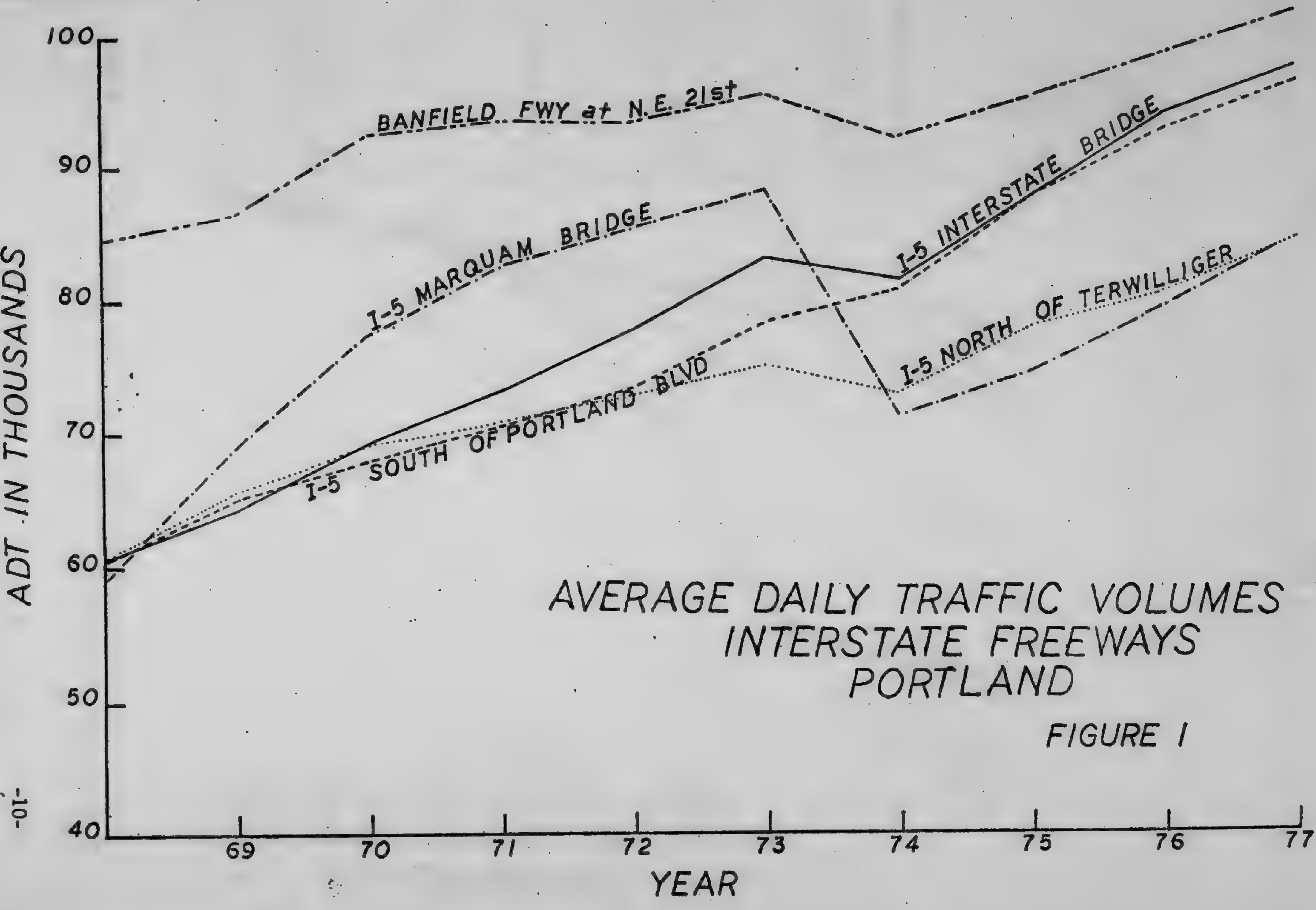
Freeway sections with high congestion show a higher accident rate than sections which are not utilized to their capacity. Exhibit 1 and 1A (Appendix A)

TABLE 1

Traffic Volume Trends on the Interstate Freeway System within Portland

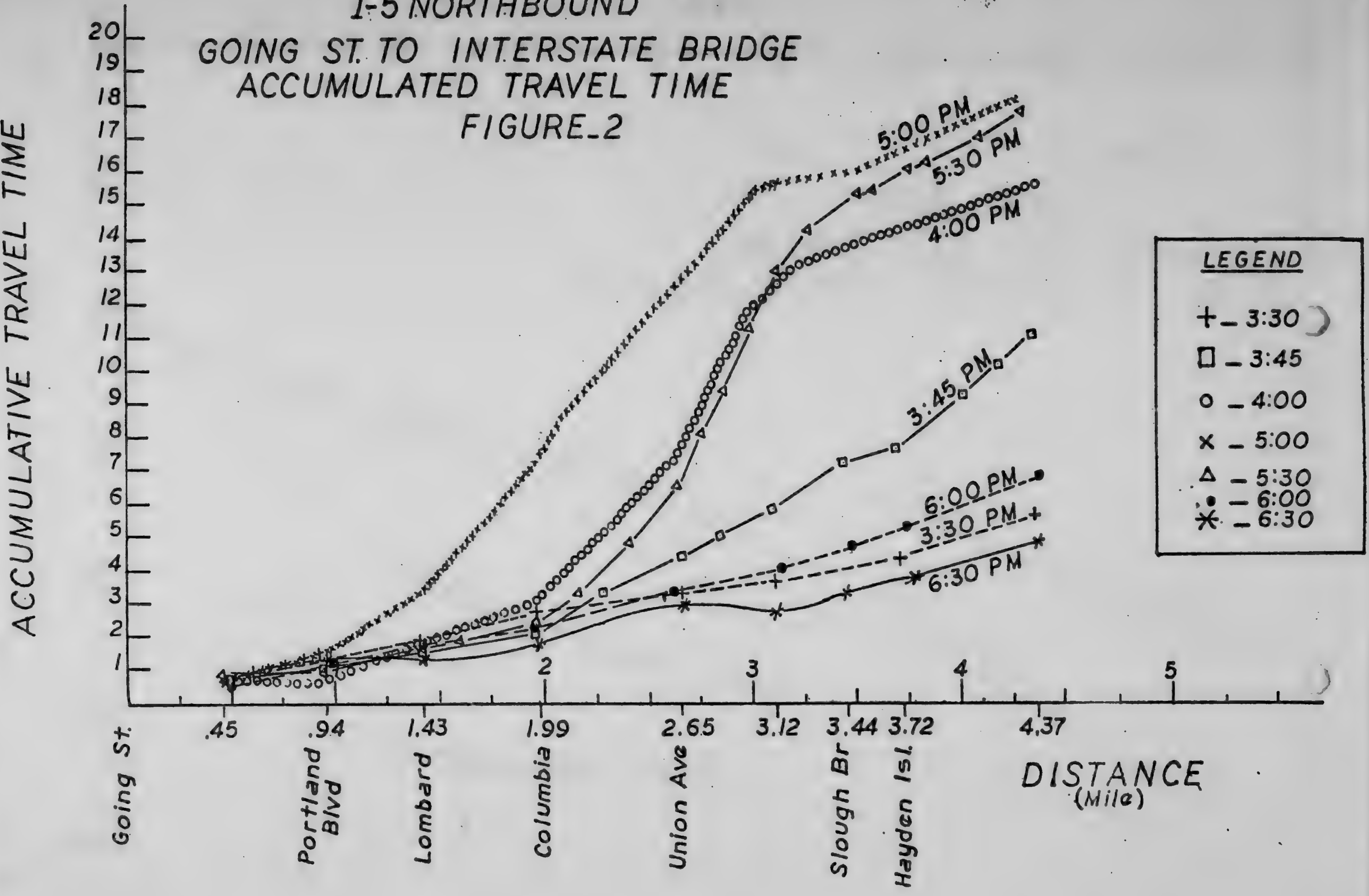
1968-1977

Year	I-5 No. of Terwillger Boulevard	I-5 on the Marquam Bridge	I-5 So. of Portland Boulevard	I-5 at Interstate Bridge	Banfield Freeway at 21st Avenue
1968	60,550	59,000	60,500	60,600	84,700
1969	65,650	68,900	64,950	64,250	86,400
1970	69,000	77,500	67,900	69,150	92,350
1971	70,900	82,550	70,500	73,100	93,350
1972	72,900	85,250	73,300	77,850	93,050
1973	74,950	88,000	78,150	83,000	95,100
1974	72,900	71,150	80,500	81,300	91,850
1975	77,800	74,400	87,300	87,250	94,800
1976	80,200	79,100	92,300	93,650	98,050
1977	84,150	84,300	96,000	97,250	101,400



AVERAGE DAILY TRAFFIC VOLUMES
INTERSTATE FREEWAYS
PORTLAND

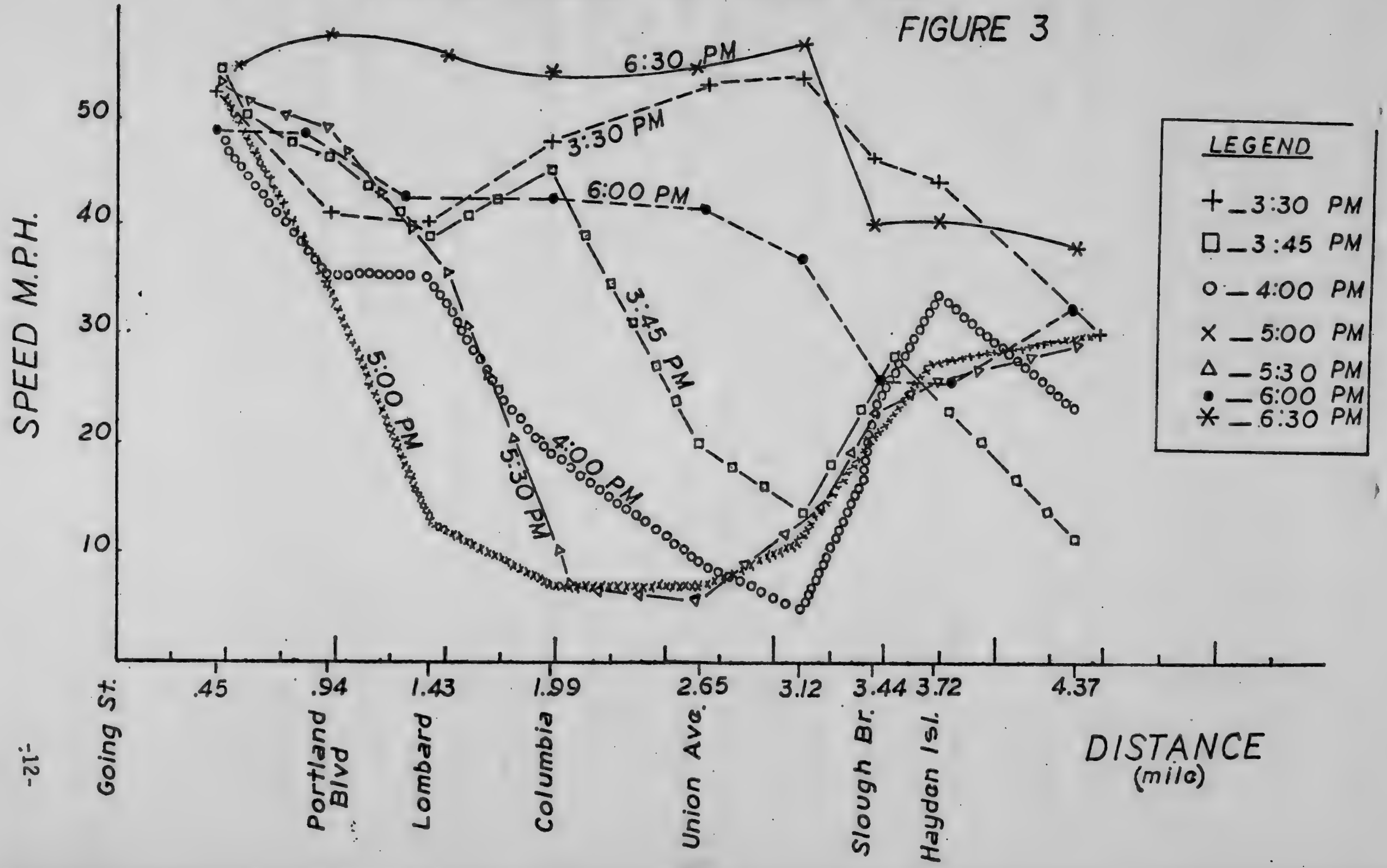
FIGURE I



I-5 NORTHBOUND
GOING ST. TO INTERSTATE BRIDGE
ACCUMULATED TRAVEL TIME
FIGURE_2

I-5 NORTHBOUND
GOING STREET TO INTERSTATE BRIDGE
TRAVEL SPEED PM PEAK TIME

FIGURE 3



shows the 1977 accidents on I-5 from the Marquam Bridge to the Interstate Bridge.

Analysis of these figures shows a high number of rear-end type accidents on the northbound approach to the Banfield off-ramp. This is a result of the extremely high volumes at this off-ramp. In the freeway section from the Banfield on-ramp to the Broadway off-ramp, a high number of accidents are caused by the weave-merge condition. From Lombard Street north to the Interstate Bridge, a large number of rear-end type accidents are found especially during the peak period. This can be attributed to the stop-and-go driving resulting from the large amount of congestion encountered. In the southbound direction, most accidents occur in the area between the Fremont Bridge on-ramp and the Morrison off-ramp. Again, this is a heavily congested area during the peak periods of traffic flow.

Exhibit 2 shows similar patterns in accidents on the Banfield Freeway. It should be noted that a majority of the accidents are rear-end type accidents with most of these occurring during peak periods of operation. The eastbound section between 16th Avenue on-ramp and 82nd Avenue, and westbound between 82nd Drive and Holladay Street are extremely congested during the peak period and suffer from stop-and-go driving conditions daily. This type of driving condition leads to increased accidents, especially of the rear-end type.

The 1977 accidents for the Stadium Freeway (I-405) are shown in Exhibit 3. There is very little reason for a rear-end accident on a free-flowing freeway. One of the benefits derived from a congestion-free facility is a reduction in accidents or at least a reduction in the potential for accidents. Figure 4 is

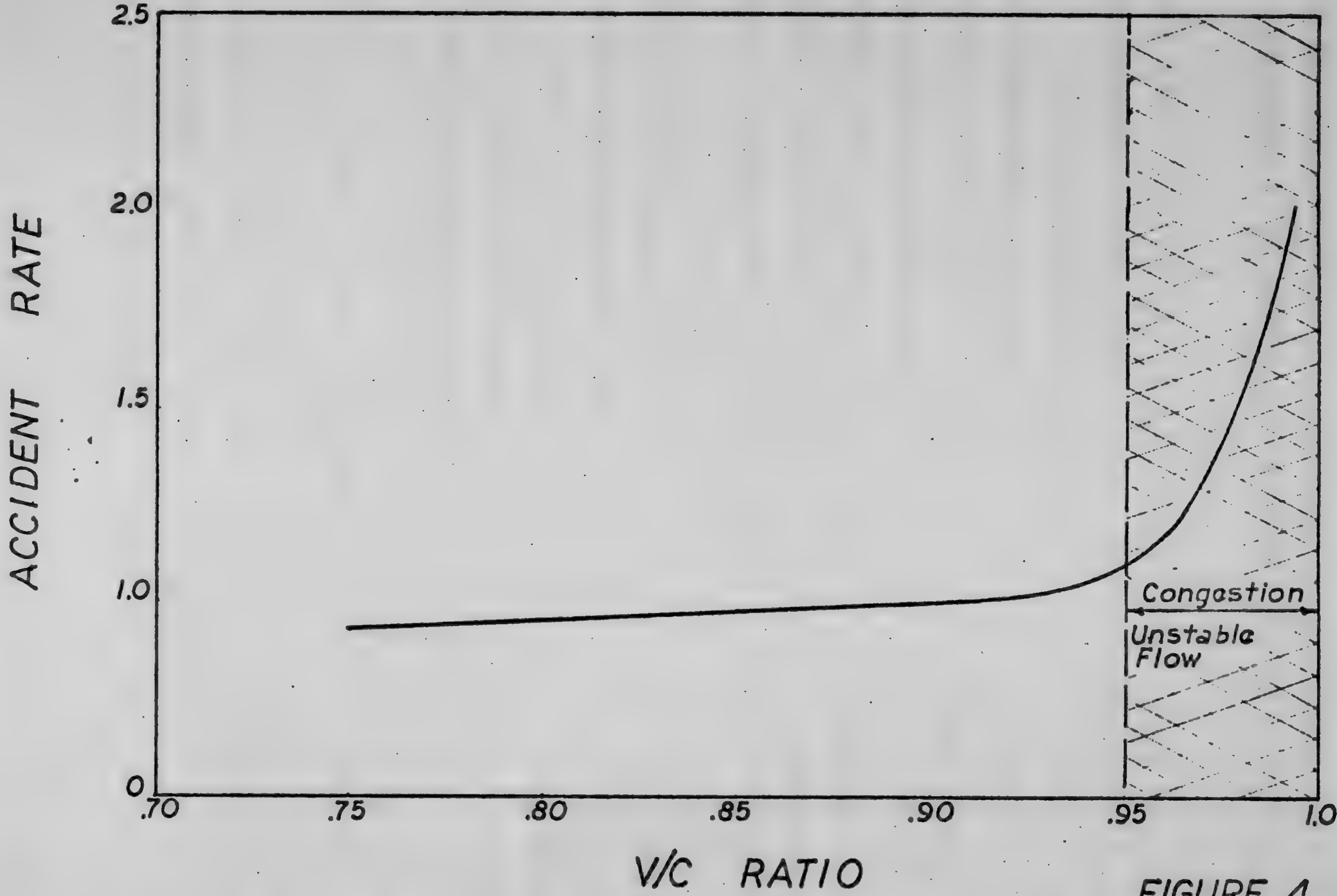


FIGURE 4

ACCIDENT RATE vs VOLUME/CAPACITY

EXPERIENCED ON THE PORTLAND FREEWAY SYSTEM a graphic presentation of the 1977 accident rate versus volume/capacity and was developed from the reported accidents on segments of the Portland freeway system. This graph shows that by eliminating congestion, accidents can be reduced by providing smooth traffic flow.

The objective of this study is to develop a plan to improve the normak peak period operation on the north portion of the I-5 freeway system in Portland, thus providing a satisfactory level of service. One expected benefit would be a reduction in the number of accidents. While this study has not addressed the problem of incidents, the smoother flow of traffic should reduce their number. Incidents may be in the form of spilled loads, weather, stalled vehicles or accidents which temporarily reduce capacity. Incidents are unpredictable both in their location and time of occurrence. An incident is defined as an accident, spilled load, or stalled vehicle which results in reduced capacity of a freeway section by blocking any part of one lane or more for a period of 10 minutes or longer.

Analysis of data collected in this study reveals the need for close monitoring and possibly implementing some form of rapid response and removal of incidents on the Interstate Bridge. Data reveals a nearly daily occurrence of incidents on the Interstate Bridge. Because of the congestion approaching this bridge, it is next to impossible for an emergency vehicle to respond in a short period of time. Consequently, delays of a half hour are not uncommon. This leads to further delay and congestion not only on the freeway but on adjacent streets as well.

Calculations show a 30-minute delay during the peak period results in as much as 2,500 vehicle-hours of delay for each incident. Using a cost figure of $2.50 per vehicle-hour would result in a road user cost of over $6,000 for each incident.

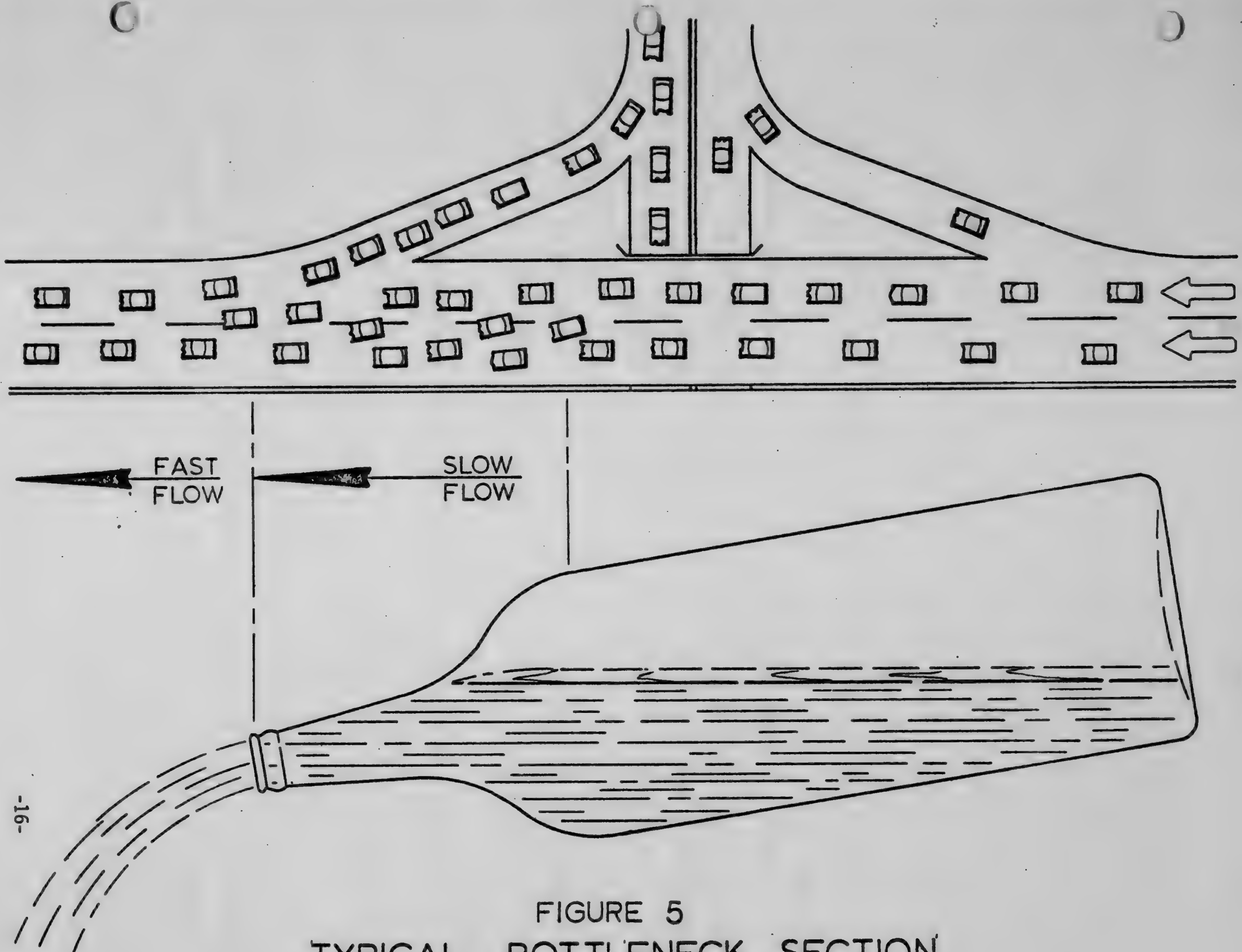

FAST
FLOW
SLOW
FLOW

FIGURE 5
TYPICAL BOTTLENECK SECTION

IV. FREEWAY OPERATION CONCEPT

The freeway concept was to offer a traffic facility capable of moving more vehicles at higher speeds with increased safety. The freeway concept was to design a highway that would: 1) provide access control; 2) provide grade separation. Access control was designed to locate entrance and exit points that would allow vehicles to enter and leave the freeway without interfering with through traffic. Grade separation eliminates the pedestrian and vehicular cross traffic conflicts. Thus far, the freeway has lived up to these expectations of carrying trips through an area to reduce travel time, congestion, and accidents.

As demand to use the freeway grows, some portions of the system cannot handle all of the traffic that desires to use it during the peak period. These sections become restrictions or bottlenecks which cause severe congestion. Figure 5 illustrates how a bottleneck affects approaching traffic. When the combined on-ramp traffic plus the freeway traffic exceed capacity, vehicles are stored until the demand through this bottleneck falls below capacity of the section. When demand exceeds capacity in a freeway section, the adjacent sections are also affected.

The solutions to reducing the traffic demand on a freeway system are:

1. Close the entrance ramp
2. An additional lane through the bottleneck section
3. Reduce on-ramp traffic by ramp control.

Closure of the ramp will result in diversion to city streets. This can be an effective solution if capacity is available on the city streets. An additional lane could be added through the bottleneck section to obtain full utilization of the freeway. This concept would apply wherever a lane is needed to increase capacity to meet the "evident" travel demand.

Upgrading or balancing the freeway system will improve operation especially during the commuter periods. However, if higher speeds occur on this freeway, the "evident" demand will increase. There are two reasons for this. First, there is a latent demand. Second, a free-flowing freeway becomes more attractive to many trips now using other roads. The "evident" demand on an existing freeway can be measured. However, the total demand is hard to quantify. This total demand would be difficult, if not impossible to provide for, and yet if we do not, traffic congestion seems inevitable.

V. RAMP CONTROL

A. General

A relatively new technique has been utilized in several urban areas that allows construction and operation of a truly balanced system of freeways. Ramp control can maintain freeway balance by limiting the amount of traffic which can get to a critical section to that which it can accommodate. The freeway becomes less attractive to short trips than alternate roads available because of the wait at metering signals at the on-ramps. Long trips will tend to access the freeway as soon as they can and remain on the freeway until they reach their destination. In this way, ramp control can help distribute the total traffic load among all the facilities in the corridor and effectively increase the carrying capability of the freeway during the peak period.

When capacity is available on alternate routes, ramp control can be an effective solution. The amount of diversion to other roads necessary to balance the freeway is not as obvious as it seems from observing freeway and ramp volumes. Freeway congestion itself diverts traffic to other roads upstream of the bottleneck.

This diversion was clearly shown in an analysis of the questionnaires passed out to vehicles entering the freeway on various ramps. During the peak period some of the vehicles entering the freeway should have entered the freeway upstream of the congestion area. These motorists indicated they were actually bypassing the freeway congestion to enter the bottleneck at the head of the line. These vehicles, in effect, are creating the condition they are attempting to bypass. Some of the responses by motorists are shown in Appendix B.

From this analysis we can say that ramp control without capacity increases on the freeway not only diverts traffic to other roads but diverts traffic from other roads to the freeway. By eliminating bottlenecks, traffic will enter the freeway sooner. Consequently, control used intelligently can be an effective traffic management technique. Ramp metering should then be considered as not necessarily metering traffic from the freeway but a tool to meter vehicles onto the freeway. Ramp metering at most on-ramp locations is used to break up platoons of traffic and to enforce single-vehicle entry.

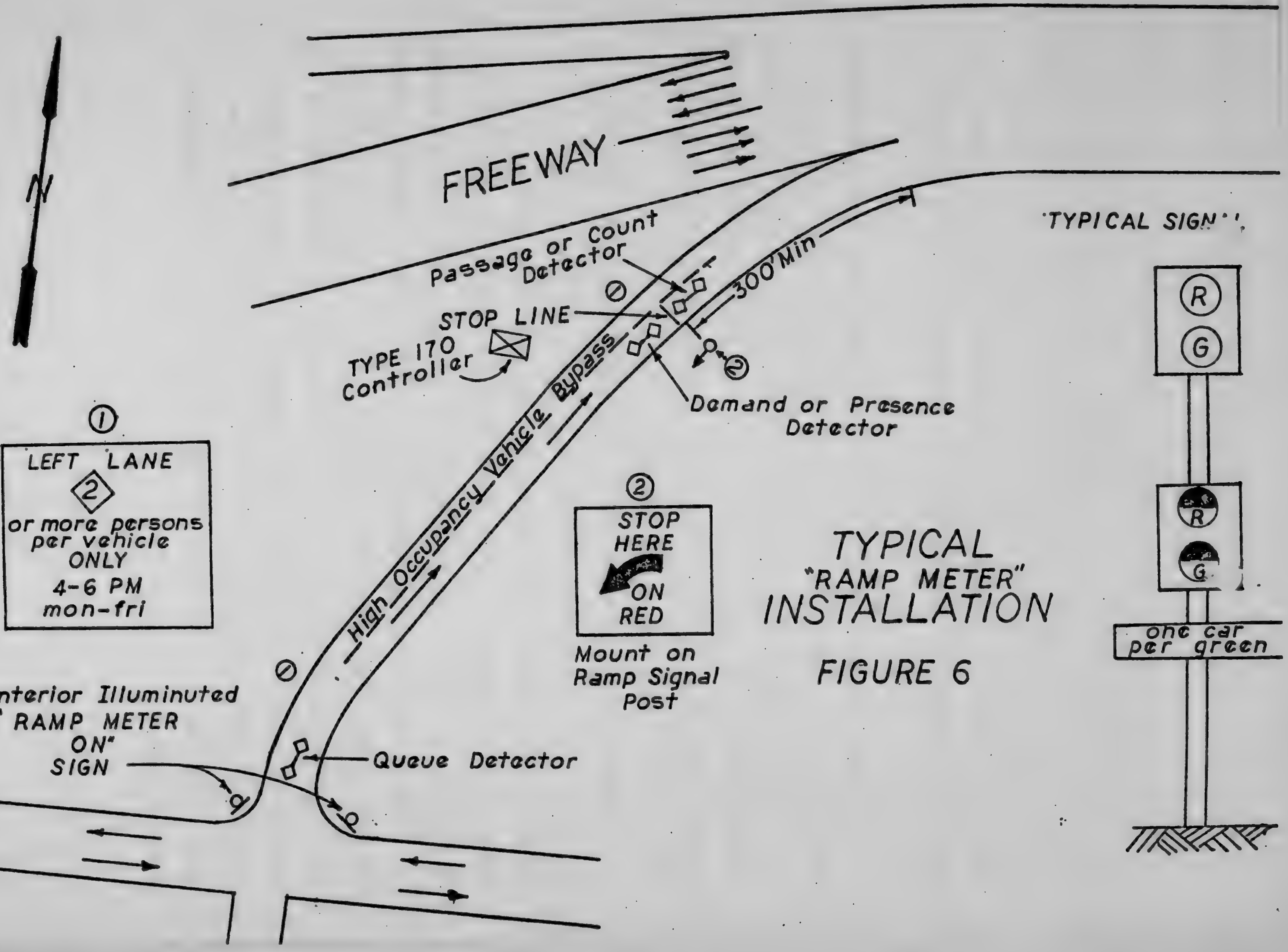
Ramp control should help gain maximum utilization of total corridor capacity while minimizing the delay in the corridor. It should provide a better and more predictable level of service on the freeways.

Figure 6 shows a typical ramp metering installation with a bypass lane for high occupancy vehicles and buses.

B. Types of Control

The following types of ramp control are in common use:

1. Ramp closure
2. Pretimed metering
3. Traffic responsive metering



FREEWAY
N
Passage or Count Detector
STOP LINE
TYPE 170 Controller
300' Min
Demand or Presence Detector
High Occupancy Vehicle Bypass
①
LEFT LANE
2
or more persons per vehicle ONLY
4-6 PM
mon-fri
②
STOP HERE ON RED
Mount on Ramp Signal Post
Interior Illuminuted "RAMP METER ON" SIGN
Queue Detector
'TYPICAL SIGN''
R
G
one car per green

TYPICAL "RAMP METER" INSTALLATION

FIGURE 6

Ramp Closure - Ramp closure consists of physically closing the ramp to traffic. This can be done either on a short term basis, such as peak periods, or it may be a permanent closure. Ramp closure may be justified if the merging ramp traffic causes considerable diruption to the mainline flow and if alternate routes are available. Closure should also be considered when ramp control, such as metering, results in excessive queueing in the area where ramp storage is inadequate.

Pretimed Metering - Metering rates for this type system are calculated from historical traffic data and the capacity of the system. These rates may vary for different segments of time during the metering period if travel demand on the freeway changes. The practical rates for metering are 240 vehicles to a maximum of 900 vehicles per hour. Platoon metering (2 or 3 cars at-a-time release) will allow metering rates greater than 900 vph.

Traffic Responsive Metering - Calculations of ramp metering rates is in accordance with the demand-capacity constraint as in the case of pretimed metering. But the strategy for selection of the metering is designed to react to current rather than historical conditions. These rates are selected on the basis of real-time measurements of upstream demand and downstream capacity.

There are advantages and disadvantages to both the fixed-time and real-time metering system. The most important advantage to the fixed time is that it gives the driver a dependable situation at the signal. The disadvantage is that it cannot adjust to changing traffic conditions. The primary advantage of the real-time system is that it adapts to changes in traffic flow. The major disadvantages to the real-time system is the high cost of equipment and communications required.

VI. FREEWAY SYSTEM EVALUATION

A. Procedure

The first step is to evaluate the existing system of freeways and arterials. An analysis of freeway volume-capacity relationship was used to identify the location of freeway bottlenecks and define the extent of the resulting congestion problems. This information is then used as the input for an iterative process in which various operational improvements and control plans are investigated.

As each control plan is developed, the resulting traffic flows are redistributed to the network. Overflows from controlled ramps are then assigned to the selected arterials based on origin-destination and travel time information. The reassigned volumes are then combined with the existing arterial volumes and capacities to determine the resulting levels of service at critical intersections.

An origin-destination survey was conducted at the major on-ramps to the freeway system under study to determine travel patterns of those people using the freeway system. This was accomplished by distributing mail-back postcards to motorists using the on-ramp during the peak travel periods. This information was used to reassign trips from controlled on-ramps to the arterial network based on adjusted travel times.

During the survey period, 4550 cards were distributed at the on-ramps. 1368 cards were returned and of these 1272 were usable responses.

Analysis of the origin destination survey reveals some trips are traveling long distances on the arterials before entering the freeway to avoid bottleneck sections or are exiting the freeway upstream of the bottleneck section and re-entering the freeway downstream from the "bottleneck". These maneuvers only increase the intensity of the congested section. Also analysis shows that many of the trips entering the freeway are traveling relatively short distances to reach their destination while capacity is available on arterial streets in the corridor. Results of this study shows that eight percent of the trips entering an on-ramp will exit at the next off-ramp.

Further analysis shows that nearly 73 per cent of the traffic entering the freeway from a given on-ramp will have exited the freeway by the time they reach the seventh off-ramp downstream.

B. Identified Problems

Exhibits 4 and 5 (Appendix A) show the capacity deficient and bottleneck sections on the freeway system in the study area (also see the photo in Appendix B.) These sections act as restrictions impeding traffic flow on the approach to this bottleneck. Investigation of freeway operation during peak periods disclose long sections of freeways acting as storage areas with stop-and-go driving conditions for vehicles waiting their turn to get through these relatively short bottlenecks. The identified restrictions shown in Exhibits 4 and 5 are as follows:

1. Interstate 5 (Northbound)

a. During the morning peak period 1500 vph from the Morrison on-ramp attempt to merge into a 2-lane freeway section carrying 1850 vph. This creates overloading of the outside travel lane and results in Level of Service "D" operation for this section.

b. Banfield on-ramp traffic of 1450 vph in the morning weaving against 1150 vph to the Broadway off-ramp. The available weave length is less than the minimum required for the 2600 vph weave volume resulting in Level of Service "E" operation.

c. At the Broadway on-ramp, 1000 vph enter the freeway during the evening period. This traffic enters the freeway in platoons of traffic after being released from a signal near the ramp entrance. The 1000 vph must weave against 600 vph destined for the Fremont Bridge ramp. Operation during peak periods is at Level of Service "D-E".

d. Portland Blvd. structure lane drop causes a capacity restriction during the evening peak period. This section is operating near the maximum desirable volume. A high number of lane changes occur in this section as a result of the lane drop.

e. Denver-Delta on-ramp traffic is extremely high. Over 700 vph enter the two-lane freeway which is carrying over 2800 vph during the evening period. This results in extremely high volumes in the outside lane.

f. Delta-Denver on-ramp to Union-Swift off-ramp existing weave-length and capacity is deficient at less than 600 feet to carry 800 weaving vehicles during the evening period.

g. Union-Swift on-ramp traffic entering the freeway is equivalent to a full traffic lane. Although there is an added lane on the freeway at this point, over 1900 vph enter the freeway during the evening period, the slow moving on-ramp traffic plus the traffic to Hayden Island are weaving and competing for one lane over a deficient weave section. Congestion due to this bottleneck backs traffic up on the freeway a distance of nearly 2.5 miles between 4:00 and 5:30 PM. Total delay on a typical weekday is about 48,000 vehicle-minutes or 800 vehcile-hours. Minimum delay to individual vehicles is in excess of 10 minutes. Freeway operation during this period is "E-F".

(Southbound)

h. Portland Blvd. structure is a capacity constriction for southbound traffic during both AM and PM peak periods. Again, the nearly 3900 vph through this two-lane section does not allow operation during peak periods higher than "E" level.

i. Fremont Bridge off-ramp results in congestion upstream because of the weave lane drops to the Fremont Bridge. Four lanes of freeway traffic enter this section, with a two-lane to Fremont, two-lane to I-5 south. This split in traffic lanes causes a great deal of turbulence in this area.

j. Fremont Bridge on-ramp to Broadway off-ramp results in some operational problems due to the high volumes in the weave and the two-lane restriction downstream of the Broadway off-ramp. Over 1500 vph are involved in a weave resulting in Service Level "D" operation both morning and evening peak periods.

k. The Broadway on-ramp is restricted because of short merge and weave length to the Banfield off-ramp. Surges of high traffic volumes result in severe congestion especially during the evening peak period. The 1400 vph entering from Broadway and 1350 vph exiting to the Banfield create Service Level "E-F" operation during evening peak periods.

l. Two-lane southbound Marquam Bridge section creates an unnecessary merge from three lanes to two lanes and then to four lanes through a short section. Traffic volumes of over 3400 vph are encountered in this section which is approaching Level of Service "D" operation.

Congestion in most of the freeway sections identified above results in traffic volumes less than the capacity of the freeway. Observation and traffic counts during peak periods show traffic volumes are 20 to 25 percent below capacity of this section due to the poor level of service being achieved.

Analysis of the year 2000 traffic forecast shows that if no additional improvements were made, most all sections of I-5 will be operating at a level of service lower than calculated for existing traffic volumes.

VII. GEOMETRIC IMPROVEMENTS

The existing I-5 freeway in this corridor is a 4-lane freeway section with auxiliary lanes between the major interchanges. The corridor considered in this study extends from the Marquam Bridge on the south to the Interstate Bridge on the north. The Marquam Bridge is a three-lane roadway with auxiliary lanes each direction. Three lanes are provided northbound from the structure while three lanes, narrowing to two lanes for a short distance, are available for southbound travel. The Interstate Bridge is a six-lane structure. Accepting these two sections as the fixed restraints in the system, the existing system can be balanced and controlled.

A planning feasibility study and a cost estimate to provide a continuous six-lane section from the Banfield Interchange to the north end of the Fremont Interchange was prepared for comparative purposes. Because of the major reconstruction work required through the Fremont Interchange, it was concluded that the widening to a full standard section is not feasible, therefore no cost estimate was prepared for this section. Widening through the Morrison Bridge complex and the Banfield Interchange ramps would require relocation of the columns and revision to the main structure at a cost of $17-20 million.

Reconstruction north of the Banfield Interchange would require rebuilding the Broadway, Weidler, Vancouver, Williams, and Flint structures to provide adequate width in this section. Cost of this section is estimated at $19-21 million. This cost assumes adding a fourth lane between Banfield and Broadway and between Broadway and the Fremont Interchange. This would not alleviate the weave length deficiency in these sections.

Six lanes between Lombard Street and the Denver-Delta Interchange is not required for existing or future traffic volumes. The south ramps at Portland Blvd. are much heavier than the north ramps and both Lombard and Columbia serve traffic to and from the south only.

This estimate was prepared for comparative purpose only. Traffic control during construction would be extremely difficult since all major structures through this area would require reconstruction. Traffic control during construction was not included in the estimate.

Analysis of this six-lane alternative shows that although an extra lane would be added each direction, the weave length deficiencies between interchanges would not be eliminated. The improvements recommended below will not only eliminate these deficiencies but will balance the design with demand volume.

A. Short Term Improvements

In order to establish optimum conditions on the system, several techniques must be implemented together. Operational improvements can be gained on several sections of the freeway by additional lanes to provide additional capacity in an attempt to equalize the level of service on all freeway sections. The following paragraphs describe the geometric revisions required to balance the freeway sections.

1. Interstate 5 - Portland Boulevard Restriping

I-5 should be widened to three lanes each direction under Portland Blvd. At the present time a lane drop occurs on both the northbound and southbound approach to the interchange. The widening can be accomplished by utilizing the existing 10-foot shoulder and restriping the existing roadway. A third lane would be developed to and from the loop ramps at Lombard Street with a fourth (auxiliary) lane between Lombard Street and Portland Blvd. This project should be implemented as soon as possible, by restriping the existing pavement to create the additional lanes. A question arises as to the adequacy of the strength in the existing shoulder area. In order to gain maximum benefits, the project could begin by restriping exosting pavement. When I-205 is complete and some relief is gained on I-5, then a project could be scheduled to remove and properly replace existing shoulder material. This improvement will provide Level of Service "C" or better for existing volumes and "D" for forecast year 2000 traffic.

2. Marquam Bridge-Southbound Restriping

Southbound approach to the Marquam Bridge should be restriped to three arrow lanes similar to the northbound section. After I-205 is opened in 1982, a project to widen the existing 32-foot section to provide a 35-foot roadway should be scheduled. The additional three feet of roadway could be constructed without major reconstruction to bridge columns in this area. This project would provide benefits of a safer freeway section at reasonable cost. The existing two-lane section creates a weave-merge conflict. An increase in capacity on this approach would be gained by this project resulting in Level of Service "D" for existing traffic and Level of Service "D" for forecast year 2000 traffic.

The northbound connection from the Marquam Bridge should be widened from the existing 32 foot section to provide a 52 foot width. This will increase the level of service and provide a safer roadway for 2000 year traffic.

3. Interstate 5 - Southbound From Fremont Bridge to Banfield Freeway

The merge-weave deficiencies and capacity problems identified on I-5 between the Fremont Bridge and the Banfield can only be eliminated by restriping projects or reconstruction. Restriping to create an additional lane to the southbound section from the north end of the Fremont Interchange to the Banfield off-ramp is a feasible solution. To accomplish this, it is necessary to move the median barrier six feet east to gain the necessary lane widths. This would permit adequate width for a 3.5 foot inside shoulder and a 4 foot outside shoulder. Typical sections are shown on Exhibits 6, 7, and 8 in Appendix A. The modification would begin at the north end of the Fremont Interchange and provide three lanes to I-5 with a three lane to I-5 with two lane to Fremont Bridge section. This project would greatly relieve the congestion in this area by providing Level of Service "D" or better for year 2000 traffic volumes. Without this improvement, freeway operation would deteriorate to Level of Service "E" and "F" by the year 2000. Exhibits 9 and 10 show the level of service expected in the year 2000 with and wit-out this capacity improvement. Exhibits 11 and 12 show the year 2000 peak hour volumes in the I-5 corridor.

B. Long Term Reconstruction Improvements

The northbound freeway section has capacity restrictions similar to the southbound section of I-5 in the area between Morrison on-ramp and Fremont Bridges. Analysis has been made on a proposal to separate the weave-merge traffic in this section on a collector-distributor (C-D) road system. A low cost improvement has not been found for this problem, consequently, a C-D should be constructed to eliminate the congestion in this section. Exhibit 13 (Appendix A) shows the proposed design for this proposed C-D system. This geometric revision would begin at the northbound Morrison on-ramp by carrying the ramp parallel to the freeway north of the Burnside over-crossing structure before entering the freeway. At this point the on-ramp would add a third lane to the freeway to the Broadway off-ramp. The Banfield ramp would be carried on a C-D road and enter the freeway north of the Broadway from this ramp. This would eliminate the weave problem in this section of I-5 and change the level of service from "F" to "C" or better for the year 2000 forecast traffic. The existing two-lane section on I-5 north of the Broadway off-ramp is capable of carrying year 2000 traffic volumes of 2800 vph at Level of Service "C". The Broadway on-ramp northbound would extend as a C-D road through the Fremont and connected to I-5 north at the Fremont off-ramp.

The proposed geometric improvement would eliminate the weave between Banfield-Broadway and Broadway-Fremont by means of a C-D system. This would not require additional lanes on I-5 but would require some additional right-of-way for the C-D road. Overall operation of I-5 in this section would be "D" or better for year 2000 forecast traffic volumes.

C. Greeley Ramp Project

A project has been developed to provide a new set of ramps on I-5 to improve access to Swan Island Industrial site. At the present time, access to the industrial park is limited to Going Street for travel between I-5 and Swan Island. Access to Swan Island from I-5 is important in that I-5 provides the most convenient route for employees traveling between work and home and for trucks transporting goods to other destinations within the region or inter-state destinations.

Questions have been raised concerning the effect construction of the Greeley ramps would have on I-5. Figure 7 shows the year 2000 traffic volume demand and level of service on I-5 with the Greeley ramps if no other improvements were made to I-5 and assuming the 13,200 employment level on Swan Island. Figure 7A shows the year 2000 traffic volumes and expected level of service through this section wthout the Greeley ramps.

Traffic volumes on I-5 between Going Street and the Fremont Bridge can be expected to exceed 6400 vehicles per hour if the Greeley ramps are not constructed. Although the existing freeway in this section is four lane with a theoretical capacity of 6100 vph for a weave section, the 2500 vph entering the freeway from the Fremont Bridge and the 3000 vph destined to Going Street during the morning period will result in a weave conflict which is impossible to manage without completely eliminating the weave through a "braided" section. A similar situation occurs in the southbound direction during the evening period when the demand volume is 2200 vph from Going Street and 2300 vph to the Fremont Bridge. the "E-F" level of service provided under this alternative provides an intolerable operation on I-5.

The Greeley ramps provide access to and from I-5 for motorists traveling south and nearly eliminate any weave conflict in this section. Traffic from I-5 south would access Swan Island via the Greeley ramps. Travel between the Fremont Bridge and Going Street is on the outer flow of traffic and not involved in any weave.

The undesirable level of service south of the Fremont Bridge occurs with or without the Greeley ramp project. This problem can only be solved through the geometric improvements proposed in this study.

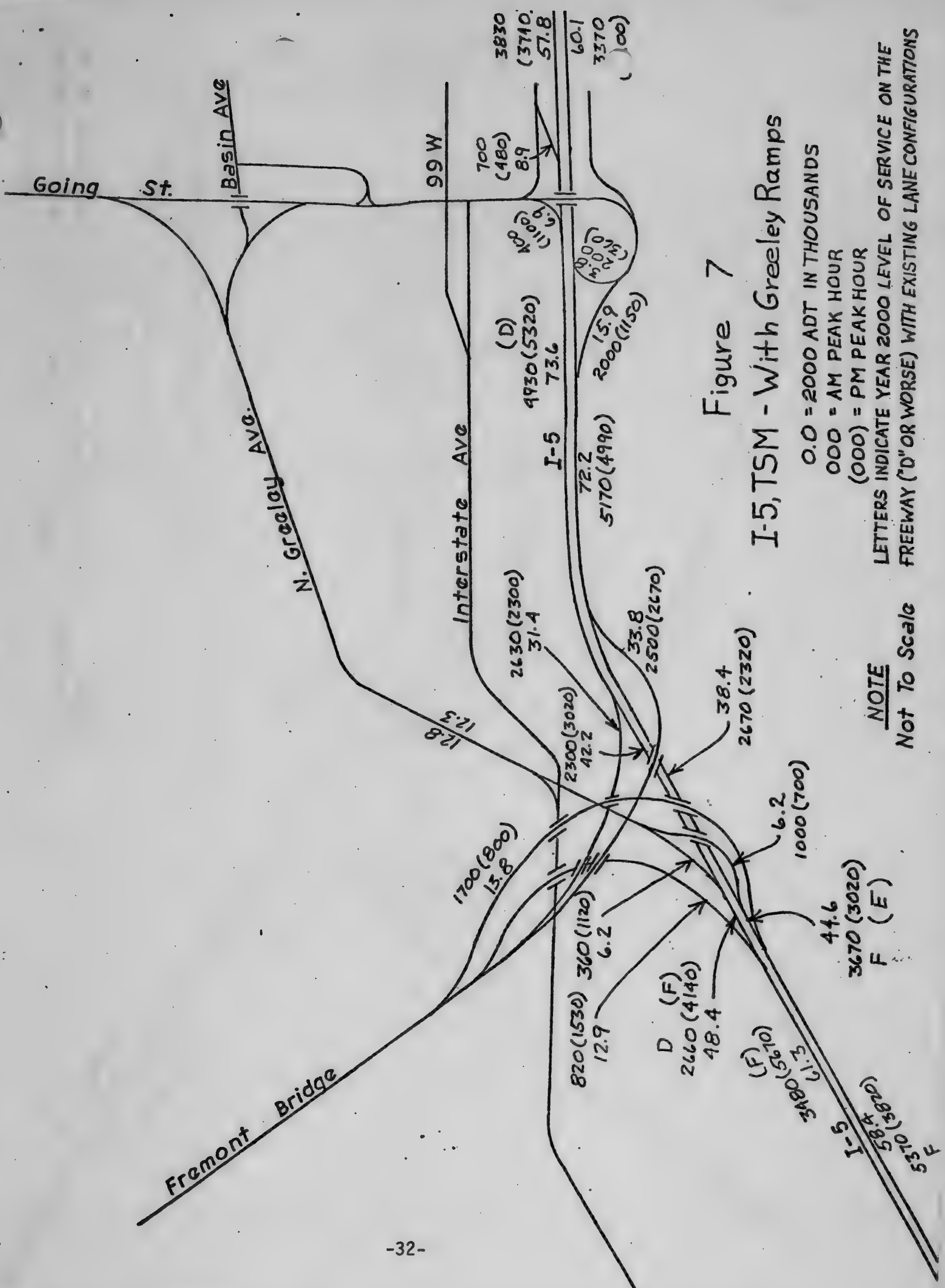
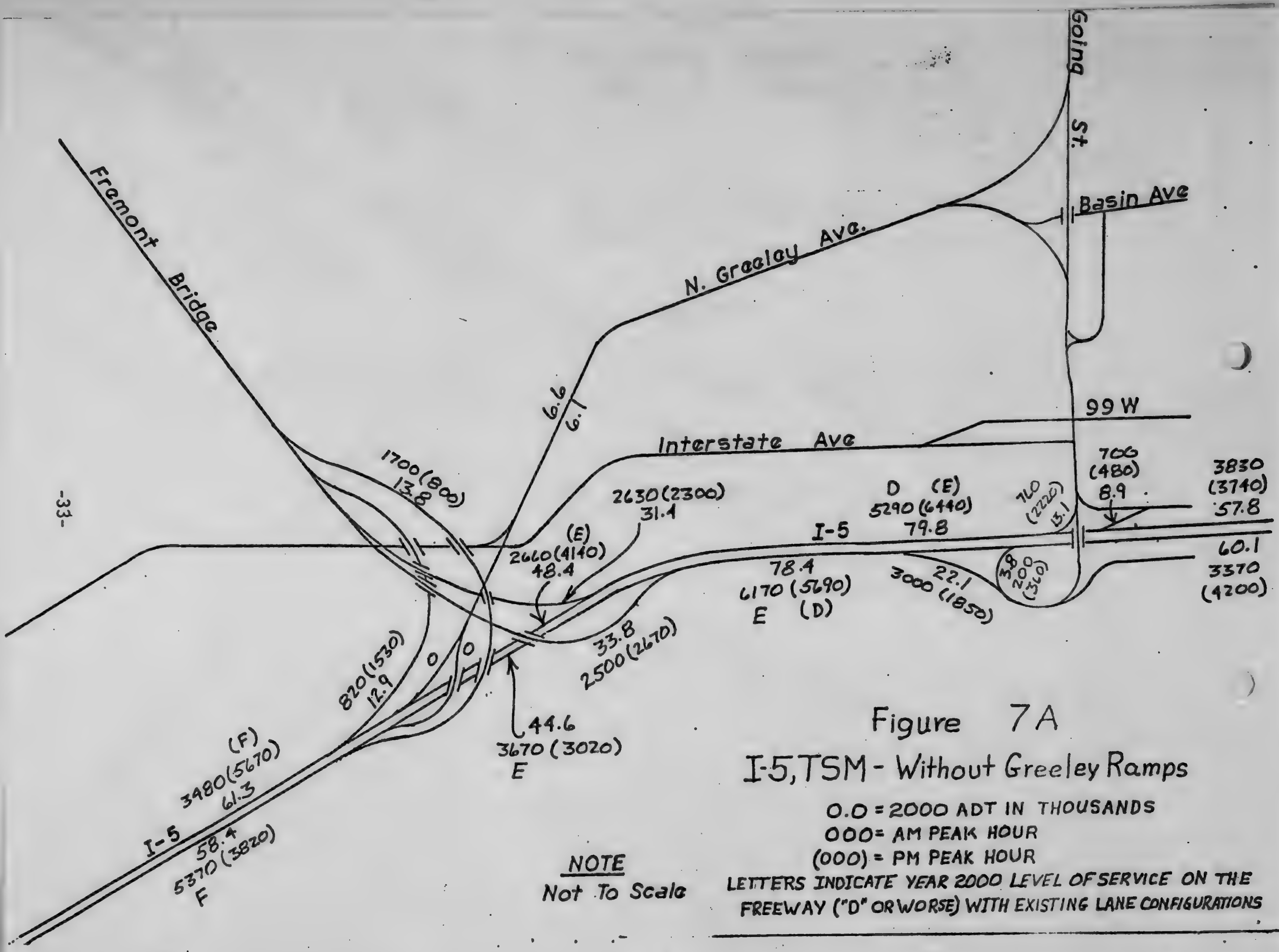

Going St.
Basin Ave
99 W
N. Greeley Ave.
Interstate Ave
I-5
Fremont Bridge
3830
(3740)
57.8
60.1
3370
700
(480)
8.9
(D)
4930(5320)
73.6
15.9
2000(1150)
72.2
5170(4990)
2630(2300)
31.4
33.8
2500(2670)
38.4
2670(2320)
2300(3020)
42.2
12.8
12.3
1700(800)
13.8
6.2
1000(700)
360(1120)
6.2
820(1530)
12.9
D (F)
2660(4140)
48.4
44.6
3670(3020)
F (E)
(F)
3480(5670)
61.3
I-5
58.4
5370(3820)
F

Figure 7

I-5, TSM - With Greeley Ramps

0.0 = 2000 ADT IN THOUSANDS
000 = AM PEAK HOUR
(000) = PM PEAK HOUR
LETTERS INDICATE YEAR 2000 LEVEL OF SERVICE ON THE FREEWAY ("D" OR WORSE) WITH EXISTING LANE CONFIGURATIONS

NOTE
Not To Scale


Going St.
Basin Ave
N. Greeley Ave.
Fremont Bridge
99 W
Interstate Ave
I-5
I-5
6.6
6.1
1700 (800)
13.8
2630 (2300)
31.4
(E)
2660 (4140)
48.4
D (E)
5290 (6440)
79.8
78.4
6170 (5690)
E (D)
22.1
3000 (1850)
760
(2220)
13.1
3.8
200
(360)
700
(480)
8.9
3830
(3740)
57.8
60.1
3370
(4200)
33.8
2500 (2670)
0
0
820 (1530)
12.9
44.6
3670 (3020)
E
(F)
3480 (5670)
61.3
58.4
5370 (3820)
F

NOTE

Not To Scale

Figure 7A

I-5, TSM - Without Greeley Ramps

0.0 = 2000 ADT IN THOUSANDS
000 = AM PEAK HOUR
(000) = PM PEAK HOUR
LETTERS INDICATE YEAR 2000 LEVEL OF SERVICE ON THE FREEWAY ("D" OR WORSE) WITH EXISTING LANE CONFIGURATIONS

Capacity improvements will be required to I-5 with or without the Greeley ramp proposal. Sections of I-5 in this area are already at or near capacity as shown on Exhibits 4 and 5 (Appendix A).

D. Oregon Slough Bridge Project

A project to widen the existing Slough Bridge between the Union-Swift Interchange and Hayden Island is being designed by the Oregon Department of Transportation. The existing six-lane structure would be widened to an eight-lane structure. When this proposed project is constructed, the existing weave-merge problem between Union-Swift and Hayden Island would be alleviated.

This project is required to balance the volume-capacity on the north section of the I-5 freeway and to eliminate the deficiency "g" shown on Exhibit 4. A draft "Environmental Impact Statement" is now being prepared for this improvement. The estimated cost of this proposed project is $30 million. This project includes revision of the Denver-Delta to Union off-ramp to eliminate the weave problem and to add a third lane north of the Denver ramp with the fourth lane added north of Union-Swift. This improvement will eliminate problem "f" shown on Exhibit 4.

E. Marquam Bridge Ramps

A proposal to provide increased access to I-5 from the southeast Industrial area is presently being studied. The proposal is to construct ramps at the east end of the Marquam Bridge for access to I-5 northbound and/or southbound. This additional access is still in the study stage, consequently it cannot be evaluated as part of this study.

Evaluation of this proposal will be made to insure that a reasonable level of service will be maintained on I-5 and that any additional access is compatible with the geometric improvements to I-5 identified in this study.

F. Summary of Improvements

The recommended improvements identified above are categorized by either short-term or long-term improvements. Short-term improvements are those projects which could be implemented quickly with a minimum of preparation required for design or construction. Long-term improvements require more design and analysis before they could be constructed. Because of the time required of these long-term projects, it is very unlikely they could be completed prior to the opening of I-205 and consequently would be of little value in solving the immediate problems. However these improvements will be required before 1990 when traffic volumes will again be approaching today's volumes on I-5.

These improvements along with other controls recommended in this report are required to balance the freeway system required by future demand traffic volumes. Without the geometric improvements, other controls recommended could not in themselves balance the capacity-volume. Geometric improvements without ramp controls would soon result in new bottleneck areas by shifting the problem. Ramp control without geometric improvements would not provide for balanced operation.

It is recommended that the short-term restriping projects identified above be implemented as soon as possible to help alleviate the recurring type of congestion.

VIII. RAMP METERING

On-ramp control can be used to modify ramp flow at any time, particularly during peak travel periods. Reduction in travel time and operating costs can be achieved for highway users in the corridor. Safety may also be improved in the corridor, but it is difficult to substantiate safety benefits without operation experience.

Ramp metering for this system is a one-by-one release of vehicles onto the freeway. With metering in operation, a vehicle approaches the signal which is displaying red. The demand loop detects the approaching vehicle and transmits the signal to the control center. The vehicle stops for the red signal, and when the delay time is complete, the signal changes to green. As the vehicle clears the green signal, it is detected by the passage loop and the signal is turned back to red, allowing only one vehicle at a time to pass on each green.

All ramps to be controlled with meters will have bypass lanes for buses, high occupancy vehicles and emergency vehicles. The bypass lane would give these vehicles priority access at the controlled ramps. Either the right lane or left lane of the ramp, depending upon location, would be striped and signed for the HOV or emergency use. This can be accomplished at all ramps recommended for control without major reconstruction. Ramp meters will be in operation during the peak periods only. During off-peak periods the meters will be turned off.

Single lane operation of metered ramps is desirable. When it is desirable to meter at a rate higher than 900 vph, two-lane metering is utilized. Not all on-ramps require restricted metering rates, however ramp meters are necessary at other than the ramps requiring volume restrictions to maintain a steady predictable flow of traffic entering the freeway. In general, ramp metering should be used where alternate routes are available. Alternate routes are defined as relatively uncrowded parallel streets in the corridor to be controlled.

Exhibits 14, and 15, show the existing freeway volumes, ramp volumes and parallel street traffic volumes for the study area. These figures also show the reassigned traffic volumes from the metered ramps required to maintain a balanced freeway flow.

A. Northbound I-5

During the evening peak period, the Broadway Avenue on-ramp will require metering at the maximum rate of a single lane meter or 900 vph. The primary purpose of this meter is to even out the surges during the evening period resulting from the traffic signal at Broadway Street. The 100 vph diverted from this location has origins at the Lloyd Center and is destined for the Portland Boulevard area. This traffic would travel Union Avenue or Vancouver Avenue to its destination.

Both the Denver-Delta and Union-Swift on-ramp volumes presently exceed the allowable, and will be controlled for volume. Denver-Delta and Union-Swift northbound traffic would appear to have no alternate routes available. Origin-destination studies reveal that over 60 percent of the traffic entering the Denver-Delta or the Union Avenue ramps either exit the freeway upstream of the bottleneck area and re-enter the freeway at these locations, or travel long distances on city streets to enter the freeway ahead of the bottleneck. As shown from the origin-destination survey, at least 21 percent of these vehicles have alternate routes and would enter the freeway upstream if it had not been for the freeway congestion. Metering is needed on these ramps to redirect these trips to other on-ramp locations where they can enter the freeway without creating congestion problems. Ramp control at this location will also reduce the weave problem between Union-Swift and Hayden Island. A decrease in traffic on city streets will be realized with this control. At the present time, congestion begins at 3:45 PM and does not dissipate until after 6:00 PM.

Hayden Island on-ramps both northbound and southbound will be metered at their existing demand volume. At such time,the Oregon Slough Bridge is widened to eight lanes, it will be necessary to restrict the northbound on-ramp to about 50 percent of the demand volume so as not to overload lane one.

The Portland Boulevard on-ramp is considered as an alternate ramp for northbound vehicles. Vehicles may enter the freeway with relatively little delay since the metering rate would be set at four cars a minute (240 vph) throughout the period. The existing demand is 80 vph; therefore, an additional 160 vph can be accommodated at this ramp.

B. Southbound I-5

The on-ramps at Portland Boulevard and Alberta Street will need to be metered at existing demand for both the morning and evening periods. The purpose of these meters are to break up the surges of traffic entering the freeway and smooth out the flow. The metering rates vary from a minimum of six cars per minute to a maximum rate of 15 cars per minute.

C. Banfield Freeway

Ramp metering was considered as a possible solution to existing capacity problems in the Banfield Corridor. Analysis of this corridor reveals that only a few ramps could be controlled because of the existing design of these ramps. Without controls on the total system, the problems would only shift to other interchanges.

Design plans are being prepared to reconstruct the Banfield Freeway to to a full six-lane section between I-5 and I-205. It is recommended that all on-ramps be designed to accommodate ramp controls. Analysis of 1990 traffic volumes show that the metering rates under the reconstructed freeway will be set at approximately the 1990 demand volume to insure the one-at-a-time operation. Metering would reduce the difficulty of merging, maintain smooth freeway operations, and decrease the accident potential.

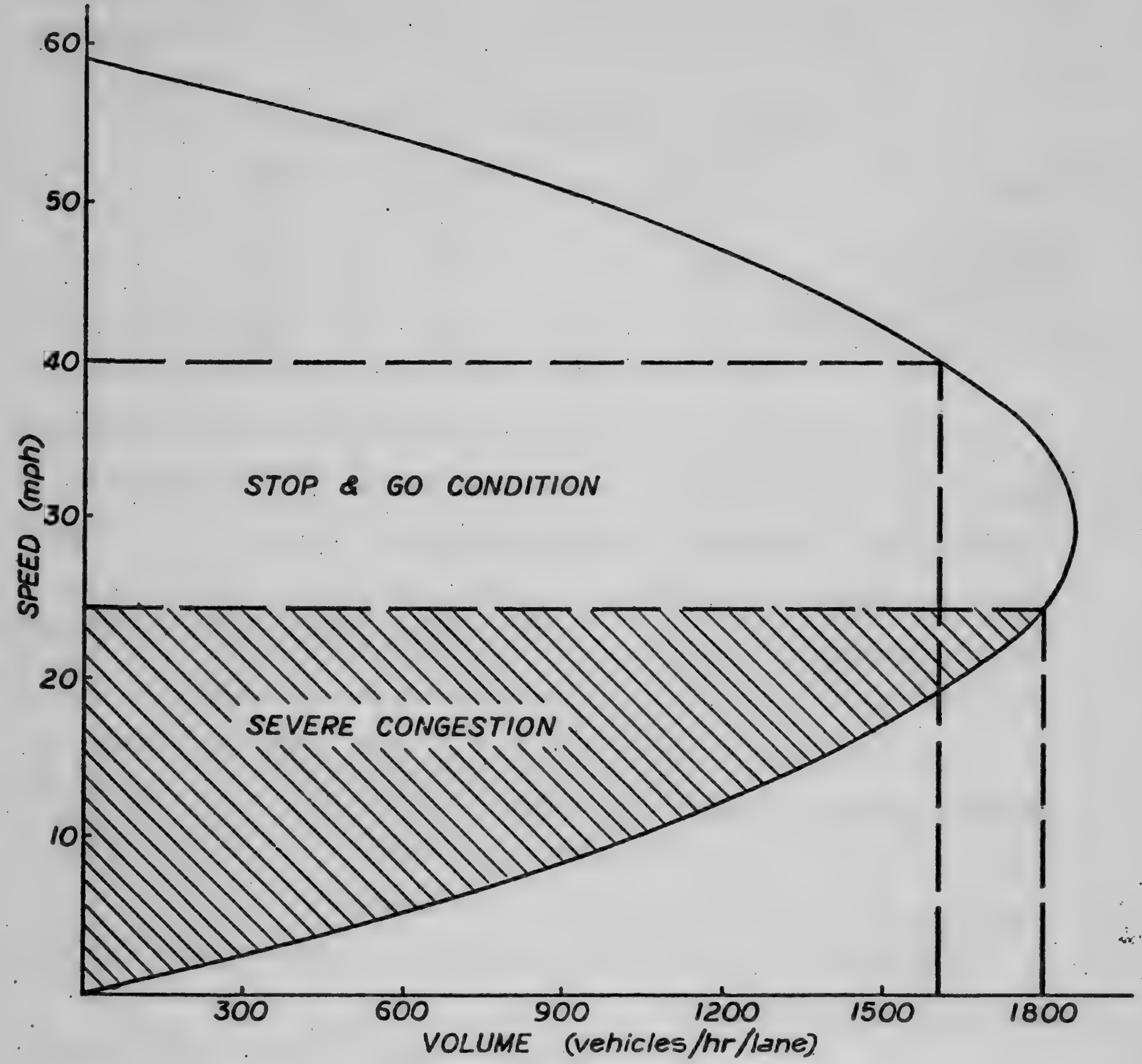
D. Surface Streets

The most significant change to the surface streets in the study corridor is on Interstate Avenue. Ramp metering proposals in the I-5 corridor will result in a reduced volume on this street of 350 vph during the PM peak period. A lesser decrease in volume would occur on Union Avenue. All other changes in volume would be minor and have a minimum impact on any surface street in the corridor. Analysis of existing volume capacity shows adequate capacity available on all streets to handle traffic diverted from the on-ramps to surface streets. Speed data on surface streets was collected. It was found that travel speeds on all streets in the corridor during the peak periods are about 25 MPH.

As shown on Exhibits 15 and 16, the maximum traffic added to surface streets as a result of the ramp metering is less than 100 vehicles during the peak period. In most cases the volume diverted to any one street is about 30 to 35 vehicles per hour. This additional traffic would not have an adverse effect on the operation or level of service.

E. Ramp Metering Summary

Ramp metering will be required to limit the entrance ramp volume at several of the critical locations during the PM peak period. These on-ramp locations are the Broadway on-ramp northbound, Denver-Delta, and Union-Swift.



VOLUME/SPEED RELATIONSHIP

FIGURE 8

Analysis of this table shows 69 percent of the trips on Denver-Delta have alternate interchanges to access the system. Swift Ave. on-ramp has at least 24 percent more trips accessing the freeway than necessary and about 60 percent of the trips at the Union Avenue on-ramp have access to other ramps serving I-5.

PERCENT OF TRIPS ENTERING AT DENVER-DELTA

Origin	Denver-Delta	Swift	Union
Swan Island	20%	3%	3%
Downtown (CBD)	29%	15%	6%
SE Portland	3%	0	12%
Banfield (East of 60th)	4%	3%	21%
Coliseum/Lloyd Center	13%	3%	18%
	69%	24%	60%

Comments received from the origin-destination survey revealed that drivers either do not enter the freeway or once on the freeway, exit the freeway and re-enter at one of these north freeway interchange. The reason given for this maneuver is to avoid the backup on the freeway. Ramp control will allow the freeway to operate much smoother. By maintianing free-flow conditions, these trips which exited the freeway only to re-enter ahead of the bottleneck will remain on the freeway, thus reducing the demand volume at these locations. A freeway is capable of carrying higher volumes through the system than it can with a merge situation. Higher speeds mean higher volumes through a section with the end result a decrease in the length of peak period operation.

The following table shows the calculated queue length and delay time at these restrictive metered locations.

	Broadway	Denver	Delta	Union	Swift
Peak Period Volumes (3:30-6:00 PM)					
Demand (vph)	950	460	260	805	625
Metered (vph)	900	350	240	745	585
Average Hourly Volume (vph) 3:30-6:00 PM	780	312	153	692	512
Average Queue Length (Veh.)	1	8	2	12	6
Average Delay/Vehicle (Min.)	0.1	1.5	0.6	1.0	0.7

Analysis of origin-destination survey results reveals that metering these ramps to improve freeway operation will not result in severe delays at these ramps. During the evening peak period (3:30-6:00 PM), traffic is stored on these entrances waiting their turn to enter the freeway. This results in severe merge problems which decrease the efficiency of the freeway system. Observation of freeway operation during these peak conditions show the carrying capacity of the freeway severely restricted. Traffic volume counts show 1200 to 1300 vehicles per hour per lane throughout much of the two and one-half hour period.

Figure 8 shows the speed volume relationship on a typical freeway. Closer study of this figure reveals that a freeway carrying 1200 vph/lane can be operating at either 45-50 MPH (free-flow) or 10-15 MPH (severe congestion). Evaluation of freeway operation requires knowledge of not only the volume the system is carrying but also the speed at which it is moving these volumes. The ideal freeway operation during peak periods is 40 MPH carrying 1700 vph/lane. Analysis of Figure 8 sho-s that although the freeway is capable of carrying approximately 2000 vph/lane under ideal conditions, in real operation it is found that a freeway operating at its maximum capacity will experience shock waves during the peak period. Operation at slightly less than maximum will allow room to recover from a shock wave.

The table below shows the results of the origin-destination survey conducted at the Denver-Delta and Swift-Union on-ramps. The Dever-Delta ramp information is combined as a single ramp for study purposes since the alternate to entering the freeway from Denver Avenue is the Delta ramp. The length of the back-up on Denver Avenue determines the traffic volumes which use the Delta ramp, and not the origin of the trip.

Although several of the entrance ramps shown in the above table are metered at a restrictive rate, the queue length and average delay does not appear excessive especially when considering the delay and congestion experience at these on-ramps today.

Ramp metering recommended for use on this system is the pretimed metering where the ramp control times are fixed in the controller to operate the freeway at the best possible level of service during the peak period. The ramp meters would be in operation during the morning peak 7:00-9:00 AM and again in the afternoon from 3:30 to 6:00 PM.

Fixed time metering is suggested for use on the Portland system because it offers the motorist a more predictable operation than does a real-time system.

It is recommended that ramp metering be installed on all entrance ramps within the project limits except the Delta on-ramp southbound. The project which should be implemented as soon as possible includes the on-ramps between the north Broadway ramps and Hayden Island. Some ramps will be metered for volume control while the remainder will be metered at or above their existing demand to maintain one-at-a-time vehicle release to the freeway. Ramp control should be initiated on the remainder of the on-ramps between the Marquam Bridge and Broadway Avenue in conjunction with the geometric improvements identified earlier.

All ramps will be modified by restriping to allow a bypass lane for high occupancy vehicles, buses and emergency vehicles. No major revisions or modifications are required to the ramps in the corridor to implement ramp control with bypass lanes except to restripe the existing ramp.

IX. TRANSIT

Transit operations in the I-5 corridor is relatively light at the present time. Bus operations are not expected to expand in the future on this corridor. There appears to be a great potential for carpooling from Vancouver to the North Portland area.

Preliminary year 2000 population-employment forecasts developed by the Metropolitan Service District show that total vehicle trips crossing the Interstate Bridge will increase 11 percent above 1977 levels. About one half of the I-5 corridor travel in the year 2000 between Clark County and Oregon will occur between the North Portland area and Clark County. This represents a 36 percent increase over 1977 levels. Over 45 percent of these vehicle trips (28,200) occur between Rivergate/Hayden Island/Delta Park, and Clark County.

Home-Based-Work trips produced in Clark County and attracted to Rivergate/Hayden Island/Delta Park will be 5,600 person trips by the year 2000, a 44 percent increase over 1977.

A recent survey by Tri-Met shows approximately 41 percent of Clark County, Washington residents commute at least once a week into the Portland area. These trips are for all purposes. Fifty-two percent of these trips are single occupancy automobiles and the remaining 48 percent of the trips are by bus, carpool or other means.

Implementation of the proposed improvements will benefit Tri-Met buses and carpools that will utilize the freeway in the future. Exclusive access for buses and carpools at controlled ramps, coupled with smooth traffic flow once the high occupant vehicles reach the freeway will result in a more attractive and efficient transit operation.

Bus and carpool bypass lanes will be constructed at all controlled on-ramps simply by double-laning the ramp and dedicating one of the lanes to high-occupant type vehicles.

Tri-Met is prepraring to begin a program to increase carpooling between Vancouver and Portland.

X. PLAN RECOMMENDATION AND EVALUATION

Construction of more highways is not an alternative to meet the increasing demand for transportation facilities in Portland. High costs and environmental considerations have made it necessary to find other ways to meet this demand by encouraging transit and maximizing the use of existing roadway facilities.

The projects recommended in this report will help to balance the I-5 freeway system and maximize the use of the existing roadways within this corridor by redistributing vehicular traffic to better utilize all available facilities.

The following paragraphs outline the recommended plan to balance and manage the freeway system between the Marquam Bridge and Interstate Bridge. The short term geometric improvements will provide additional lanes by utilizing shoulder areas by restriping the existing roadway. These projects can be done immediately at relatively low cost:

1. Widen the existing roadway by three feet and restripe the southbound direction at the east end of the Marquam Bridge to create three lanes where two lanes exist. This will increase capacity and decrease congestion caused by lane changing in this section. Widen the northbound connection from the Marquam Bridge from the existing 32-foot roadway to a 52-foot section. Benefits of increased capacity and safety will result from this project.

2. Restripe the section through the Portland Blvd, overcrossing structure to provide added capacity in this bottleneck section. This widening can utilize the existing section through Portland Blvd.
3. Upgrade the Portland Blvd. section with increased shoulder strength and move the curbs back to the columns.
4. Relocate median rail and restripe to I-5 to provide three lanes southbound from the Fremont Bridge off-ramp for a distance of approximately 1000 feet. This project will eliminate the turbulance at the north end of the off-ramp by providing a three two-lane split to I-5 - Fremont Interchange.
5. Relocate the median rail to provide an additional lane southbound from the Fremont Bridge to the Morrison Street off-ramp. No additional right-of-way is required for this project, consequently it can be accomplished with relative ease. The typical sections for this project are shown in Exhibits 7, 8, and 9 (Appendix A). This would provide the capacity required by a freeway section capable of accommodating year 2000 traffic volumes at a level of service expected of freeways.
6. A collector-distributor road system for I-5 will upgrade the level of service for northbound traffic from the Morrison on-ramp to the north end of the Fremont Bridge. This project will eliminate the capacity deficient sections a, b, and c shown on Exhibit 5 (Appendix A). Exhibit 12 shows the proposed design of this system which provides a Service Level "D" or better operation for the year 2000. This project will require some additional right-of-way and should be programmed for completion when the Greeley ramp project is opened to traffic.
7. A major reconstruction project to widen the Slough Bridge is being developed as a separate project. This improvement is necessary to balance the capacity of I-5 as indicated earlier in this report.

8. Ramp control is necessary to preserve the operational movement made possible by geometric improvements. Use of ramp control to smooth ramp surges and aid in merging maneuvers can result in considerable benefit to the corridor even without diverting traffic. Ramp control also helps maintain the desirable level of service by preventing overloads. Metering should be done during peak periods of travel.

   It is recommended that ramp metering equipment be installed at all northbound and southbound on-ramps as soon as possible between the Broadway ramps northbound and the Interstate Bridge except at the southbound Delta Park on-ramp. Diverted traffic is not anticipated to be significant at critical arterial locations. It is desirable to monitor critical locations to prevent overloading from ramp metering. Reconstruction of the existing ramps is not required to install ramp control. Restriping to provide bypass lanes for buses and high occupant vehicles is the only modification necessary to the on-ramps in this corridor.

   The net effect of the proposed control plan is estimated to be a savings of 800 vehicle-hours per day. Travel time reduction on the freeway is 1,004 vehicle-hours, with increased travel time of 285 vehicle-hours per day to diverted traffic and traffic waiting at the ramp signals. These expected travel time reductions were based on the difference between existing travel speeds on the freeway and an assumed freeway speed of 40 MPH. It is assumed that an average freeway speed of 40 MPH is obtainable with control.

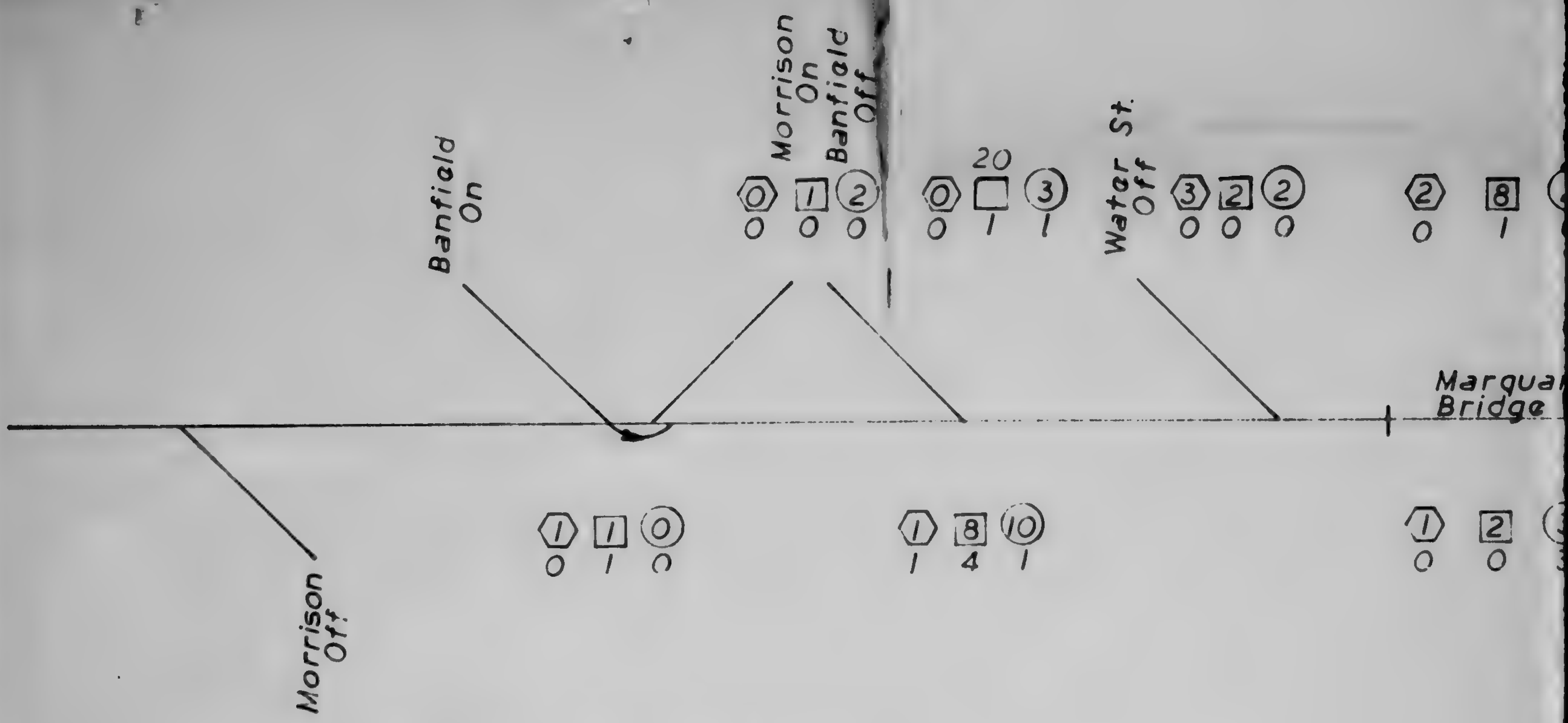
The objective of this study is to improve the normal peak period operation on I-5 by eliminating congestion. Although accidents may be reduced by a free-flowing system, they will not be eliminated, consequently delay and congestion caused by accidents or incidents will not be eliminated. Solutions to incident control include Detection, Rapid Removal, and Motorist Information Systems.

It is recommended that consideration be given to these forms of solution to deal with incidents, particularly some form of incident removal to be implemented on the Interstate Bridge during peak periods.

The cost of the recommended program to increase capacity and establish an effective management system is shown below:

1.	Widen both north and southbound connections to the Marquam Bridge	$ 3,000,000
2.	Restripe existing roadway - Portland Blvd.	5,000
3.	Reconstruct shoulders, curbs and lighting-Portland Blvd.	500,000
4.	Relocate median rail and restripe north end of Fremont Interchange	300,000
5.	Relocate median rail, reconstruct shoulders and restripe for three lanes southbound Fremont to Morrison Bridge	1,200,000
6.	Major reconstruction of I-5 northbound, Morrison Bridge to Fremont Bridge	36,000,000
7.	Ramp control (12 ramps)	500,000
	TOTAL PLAN COST-	$41,500,000

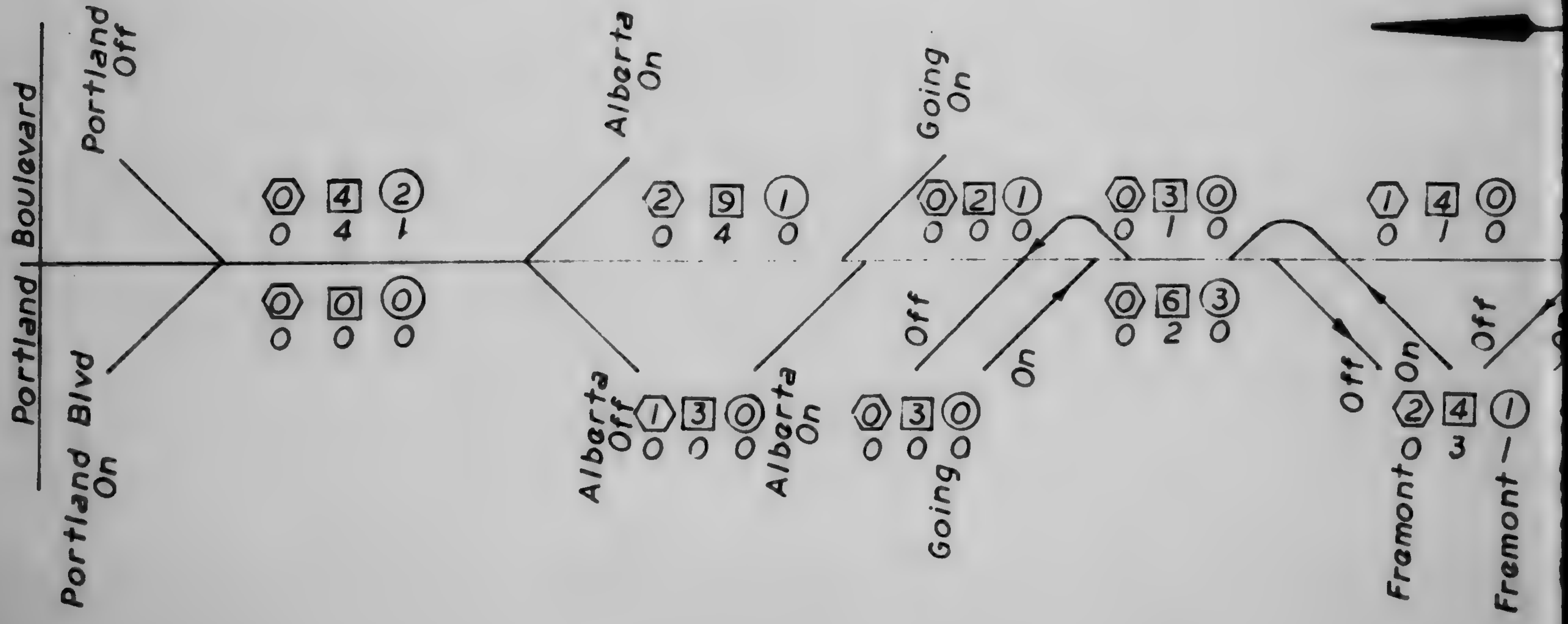
APPENDIX A

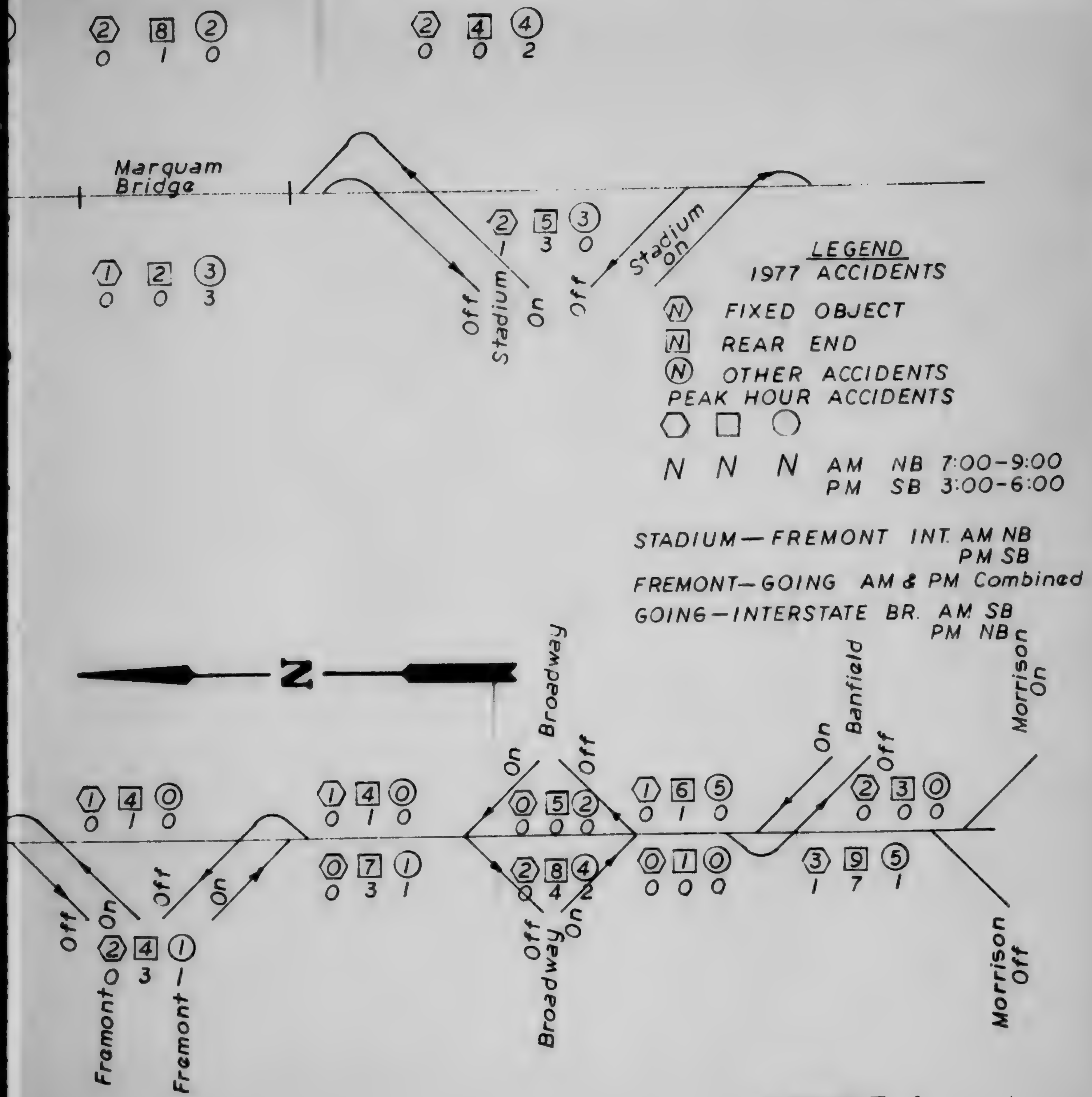

Banfiald On
Morrison On
Banfiald Off
Water St. Off
Marqua
Bridge
Morrison Off
0 1 2
0 0 0
0 20 3
0 1 1
3 2 2
0 0 0
2 8
0 1
1 1 0
0 1 0
1 8 10
1 4 1
1 2
0 0

PACIFIC HIGHWAY NO.1
SUMMARY OF ACCIDENTS

27 132 56
3 41 13

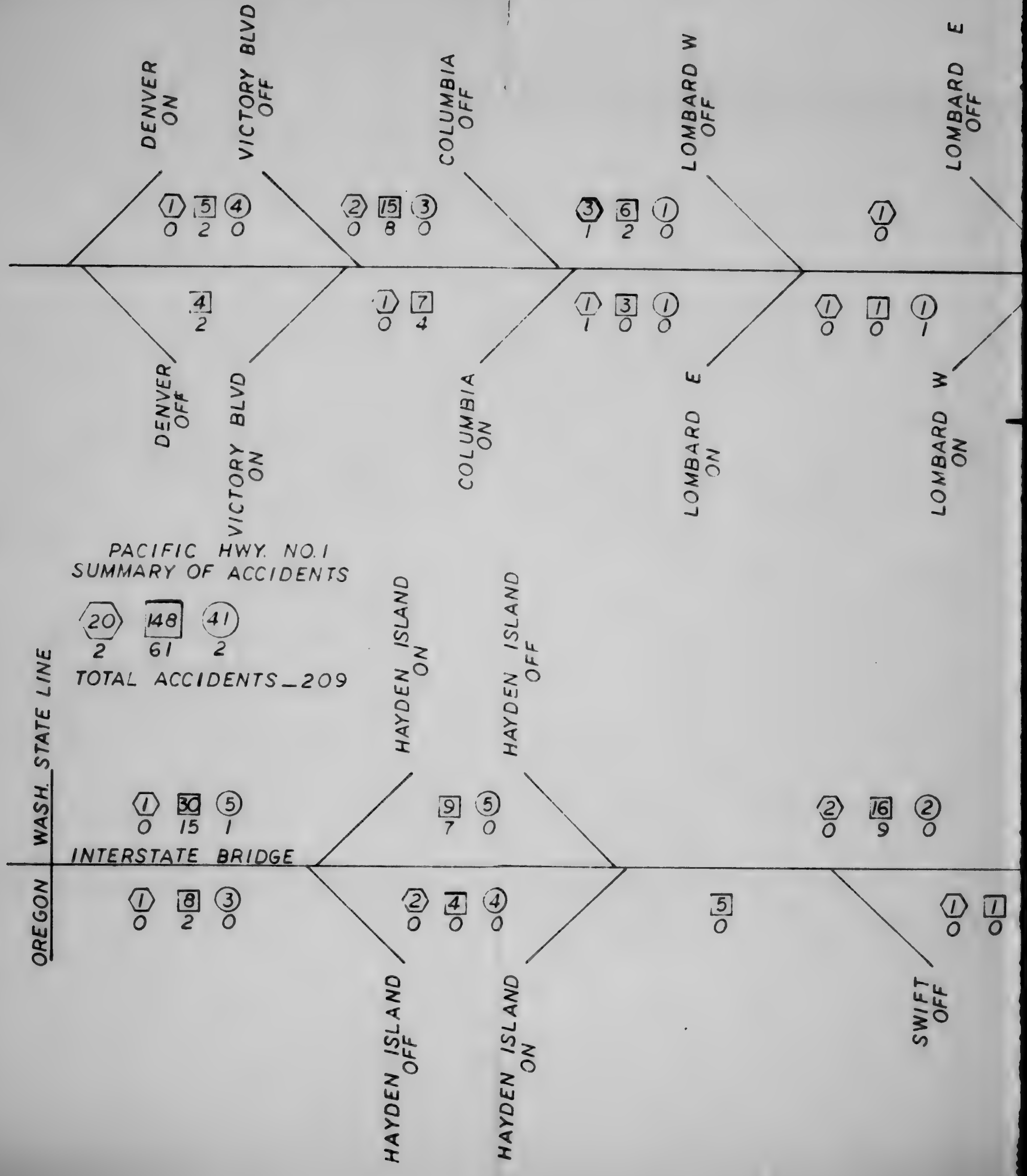
TOTAL ACCIDENTS _ 215


Portland Boulevard
Portland Blvd Off
Portland Blvd On
Alberta On
Alberta Off
Alberta On
Going On
Going
Off
On
Off
On
Off
On
Off
Framont
Framont
0 4 2
0 4 1
0 0 0
0 0 0
2 9 1
0 4 0
1 3 0
0 0 0
0 2 1
0 0 0
0 3 0
0 0 0
0 3 0
0 1 0
0 6 3
0 2 0
1 4 0
0 1 0
2 4 1
0 3 1



2 8 2
0 1 0
2 4 4
0 0 2
Marquam Bridge
2 5 3
1 3 0
1 2 3
0 0 3
Off Stadium On
Off Stadium On
LEGEND
1977 ACCIDENTS
N FIXED OBJECT
N REAR END
N OTHER ACCIDENTS
PEAK HOUR ACCIDENTS
N N N AM NB 7:00-9:00
PM SB 3:00-6:00
STADIUM—FREMONT INT. AM NB
PM SB
FREMONT—GOING AM & PM Combined
GOING—INTERSTATE BR. AM SB
PM NB
N
1 4 0
0 1 0
1 4 0
0 1 0
0 5 2
0 0 0
1 6 5
0 1 0
2 3 0
0 0 0
0 7 1
0 3 1
2 8 4
0 4 2
0 1 0
0 0 0
3 9 5
1 7 1
2 4 1
0 3 1
Off On Fremont
Off On Fremont
On Broadway Off
Off Broadway On
On Banfield Off
Morrison On
Morrison Off

EXHIBIT 1



PACIFIC HWY. NO.1
SUMMARY OF ACCIDENTS

20 148 41
2 61 2

TOTAL ACCIDENTS_209

DENVER ON
VICTORY BLVD OFF
COLUMBIA OFF
LOMBARD W OFF
LOMBARD E OFF
1 5 4
0 2 0
2 15 3
0 8 0
3 6 1
1 2 0
1
0
4
2
1 7
0 4
1 3 1
1 0 0
1 1 1
0 0 1
DENVER OFF
VICTORY BLVD ON
COLUMBIA ON
LOMBARD E ON
LOMBARD W ON
WASH. STATE LINE
OREGON
INTERSTATE BRIDGE
HAYDEN ISLAND ON
HAYDEN ISLAND OFF
1 30 5
0 15 1
9 5
7 0
2 16 2
0 9 0
1 8 3
0 2 0
2 4 4
0 0 0
5
0
1 1
0 0
HAYDEN ISLAND OFF
HAYDEN ISLAND ON
SWIFT OFF

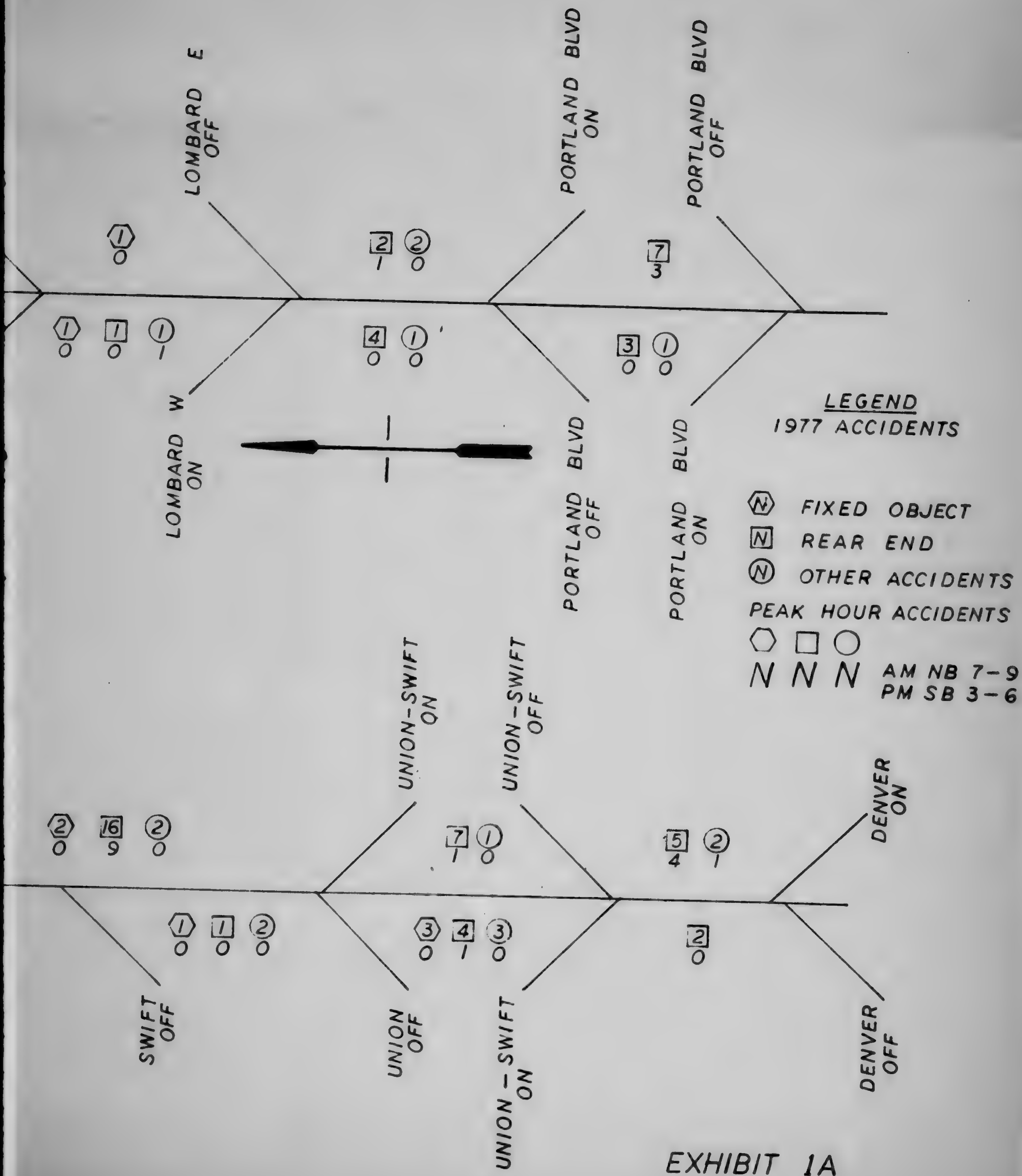
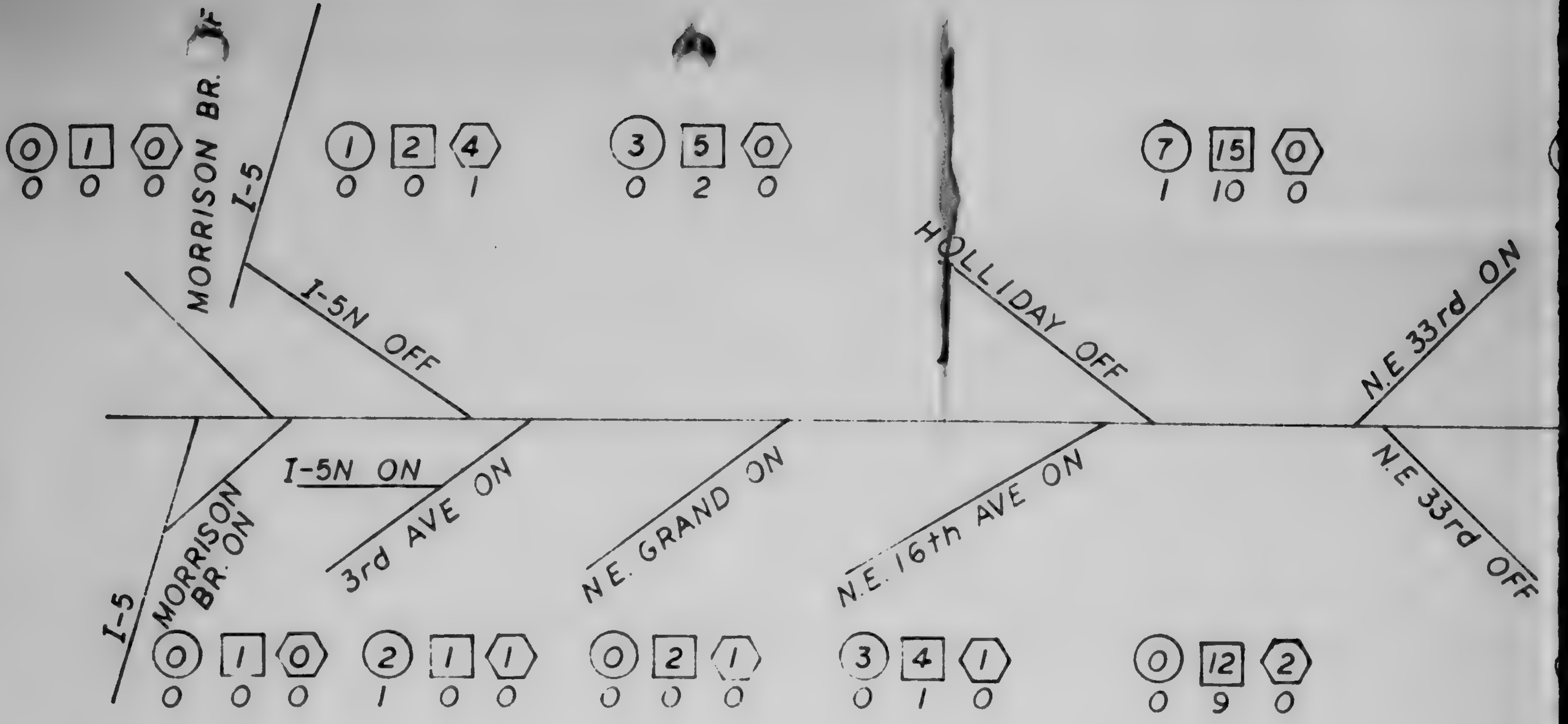

LOMBARD E OFF
PORTLAND BLVD ON
PORTLAND BLVD OFF
1 0
2 1
2 0
7 3
1 0
1 0
1 1
4 0
1 0
3 0
1 0
LOMBARD W ON
PORTLAND BLVD OFF
PORTLAND BLVD ON
LEGEND
1977 ACCIDENTS
N FIXED OBJECT
N REAR END
N OTHER ACCIDENTS
PEAK HOUR ACCIDENTS
N N N AM NB 7-9
PM SB 3-6
UNION-SWIFT ON
UNION-SWIFT OFF
DENVER ON
2 0
16 9
2 0
7 1
1 0
15 4
2 1
1 0
1 0
2 0
3 0
4 1
3 0
2 0
SWIFT OFF
UNION OFF
UNION-SWIFT ON
DENVER OFF

EXHIBIT 1A


0 1 0
0 0 0
MORRISON BR. OF
I-5
1 2 4
0 0 1
3 5 0
0 2 0
7 15 0
1 10 0
I-5N OFF
HOLLIDAY OFF
N.E 33rd ON
I-5N ON
3rd AVE ON
N.E. GRAND ON
N.E. 16th AVE ON
N.E 33rd OFF
I-5
MORRISON BR. ON
0 1 0
0 0 0
2 1 1
1 0 0
0 2 1
0 0 0
3 4 1
0 1 0
0 12 2
0 9 0

BANFIELD FREEWAY

SUMMARY OF ACCIDENTS

FROM I-5 TO 122ND PORTLAND

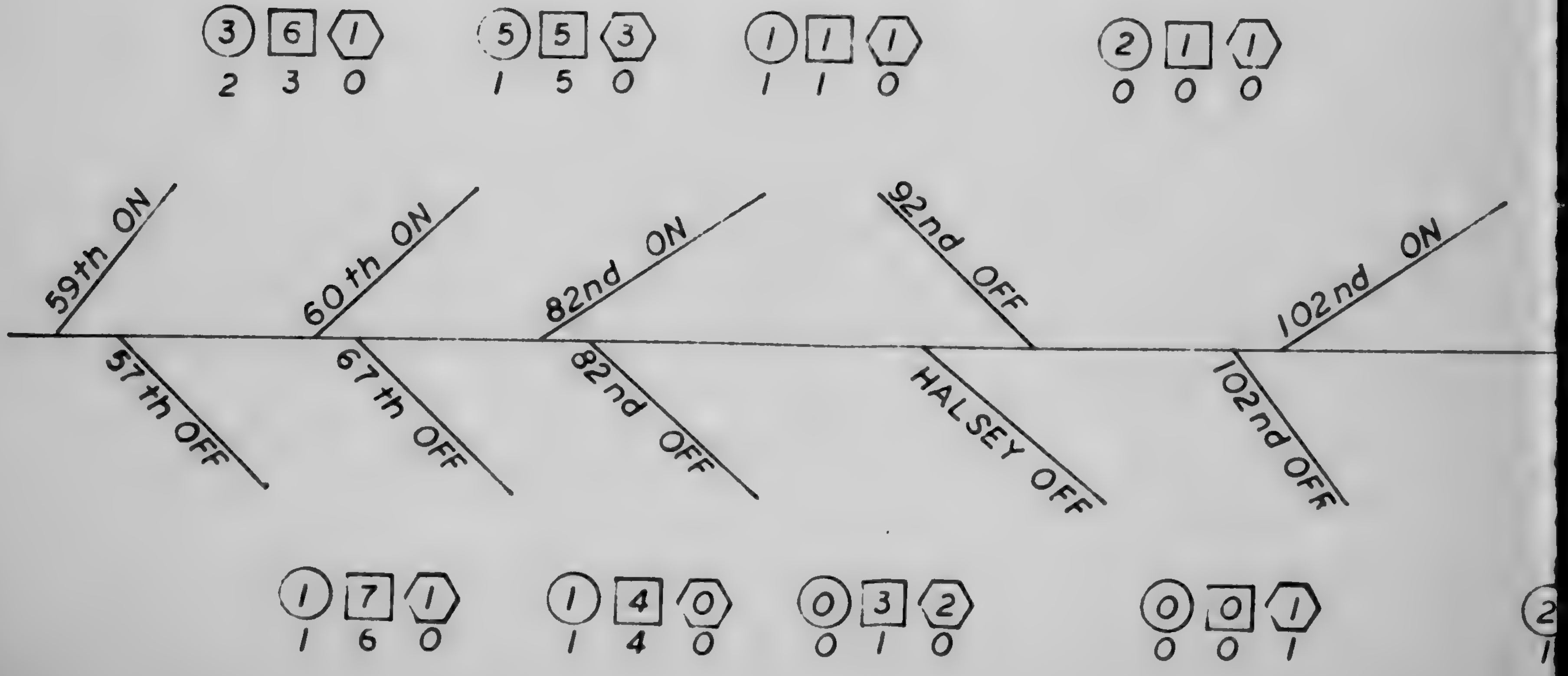
42 114 31

13 66 4

TOTAL ACCIDENTS = 189

2 AT UNKNOWN LOCATIONS

83 DURING PEAK HOURS


3 6 1
2 3 0
5 5 3
1 5 0
1 1 1
1 1 0
2 1 1
0 0 0
59th ON
60th ON
82nd ON
92nd OFF
102nd ON
57th OFF
67th OFF
82nd OFF
HALSEY OFF
102nd OFF
1 7 1
1 6 0
1 4 0
1 4 0
0 3 2
0 1 0
0 0 1
0 0 1
2
1

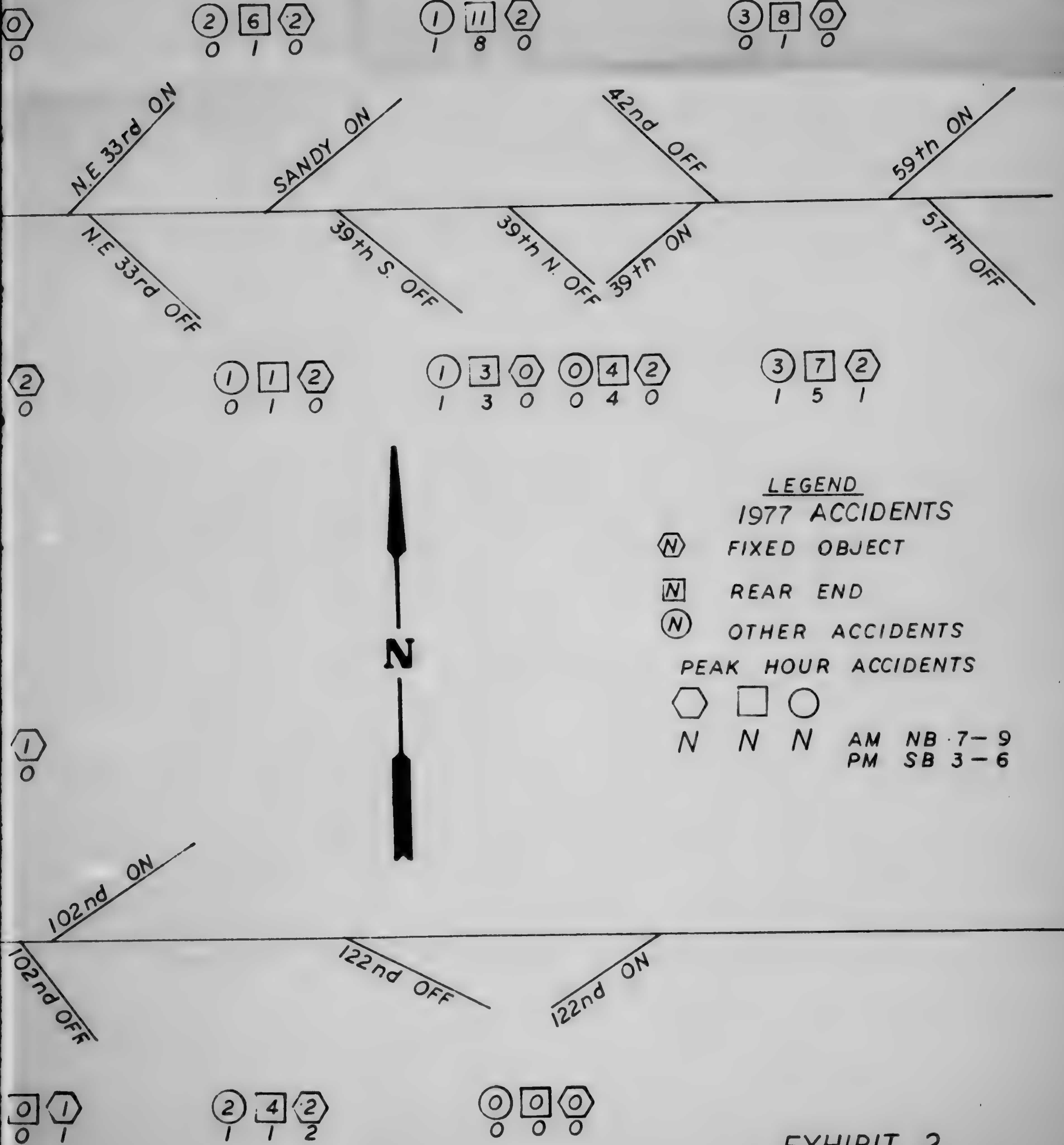
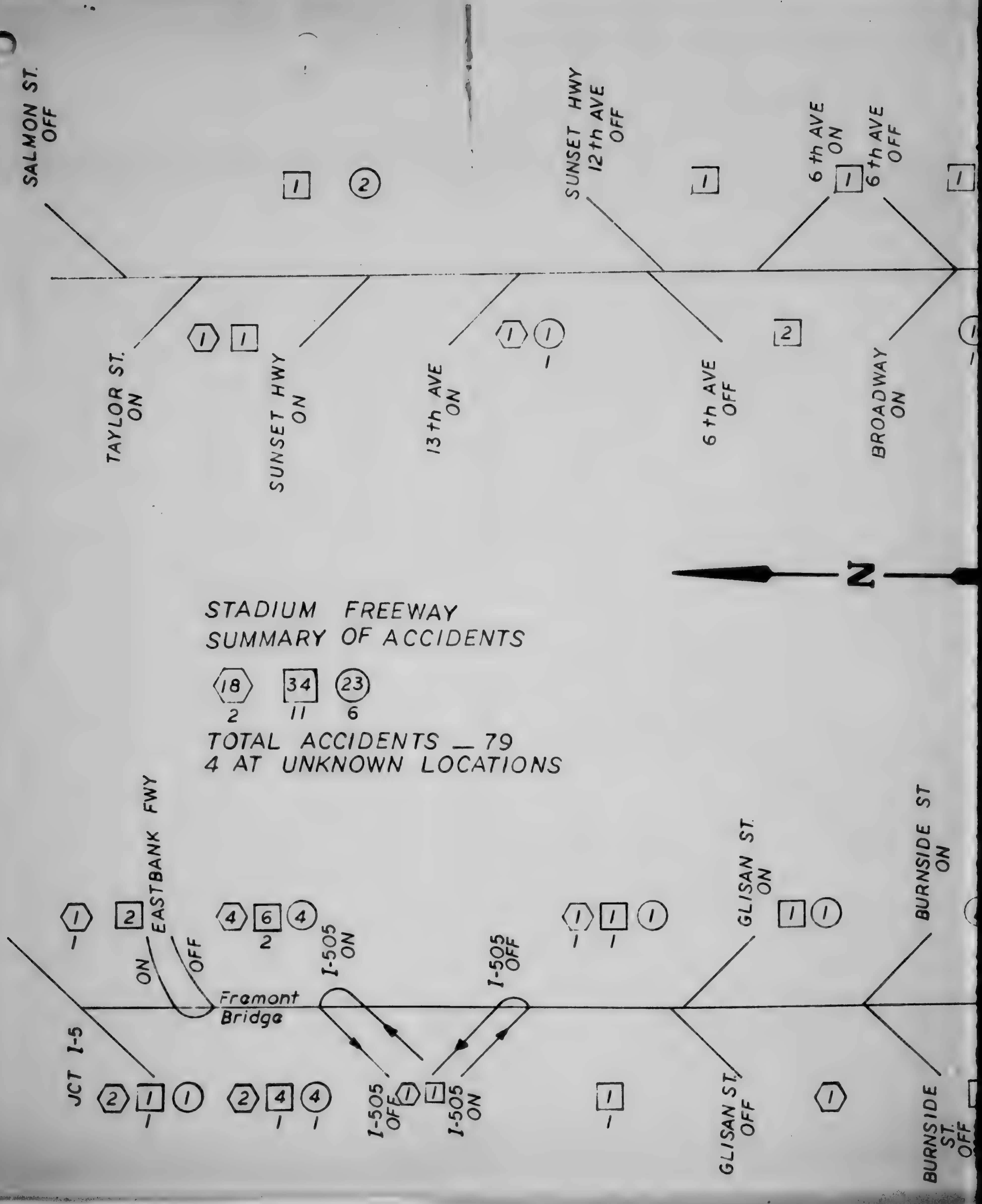

0
0
2 6 2
0 1 0
1 11 2
1 8 0
3 8 0
0 1 0
N.E 33rd ON
SANDY ON
42nd OFF
59th ON
N.E 33rd OFF
39th S. OFF
39th N. OFF
39th ON
57th OFF
2
0
1 1 2
0 1 0
1 3 0
1 3 0
0 4 2
0 4 0
3 7 2
1 5 1
N
LEGEND
1977 ACCIDENTS
N FIXED OBJECT
N REAR END
N OTHER ACCIDENTS
PEAK HOUR ACCIDENTS
N N N
AM NB 7–9
PM SB 3–6
1
0
102nd ON
102nd OFF
122nd OFF
122nd ON
0 1
0 1
2 4 2
1 1 2
0 0 0
0 0 0

EXHIBIT 2



STADIUM FREEWAY
SUMMARY OF ACCIDENTS

18 34 23
2 11 6

TOTAL ACCIDENTS — 79
4 AT UNKNOWN LOCATIONS

SALMON ST. OFF
1
2
SUNSET HWY 12th AVE OFF
1
6th AVE ON
1
6th AVE OFF
1
TAYLOR ST. ON
1
1
SUNSET HWY ON
13th AVE ON
1
1
-
6th AVE OFF
2
BROADWAY ON
N
1
-
2
EASTBANK FWY
4
6
4
2
I-505 ON
I-505 OFF
1
1
1
-
-
GLISAN ST. ON
1
1
BURNSIDE ST ON
ON
OFF
Fremont Bridge
JCT I-5
2
1
1
-
2
4
4
-
-
I-505 OFF
1
1
I-505 ON
1
-
GLISAN ST. OFF
1
BURNSIDE ST. OFF

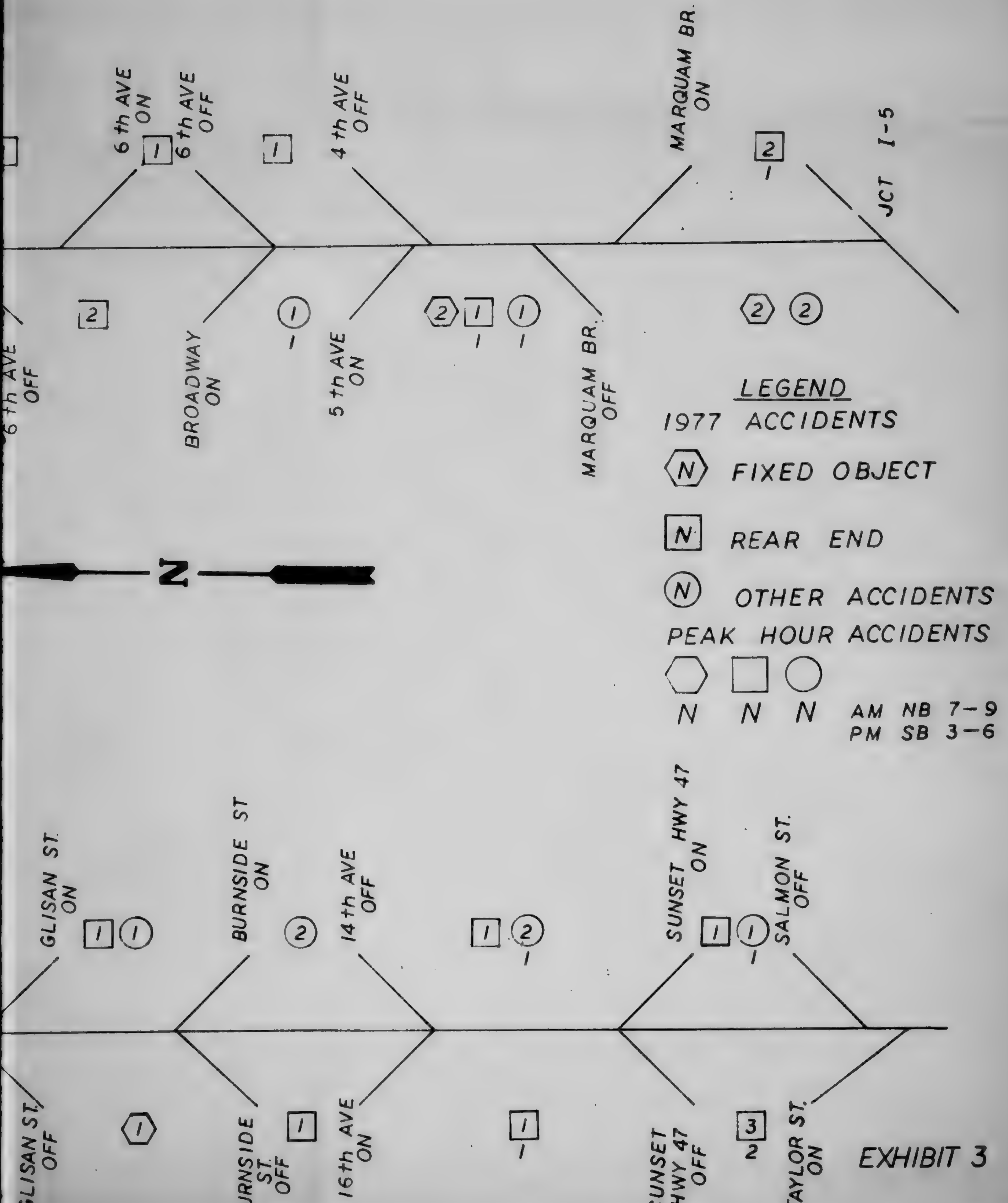
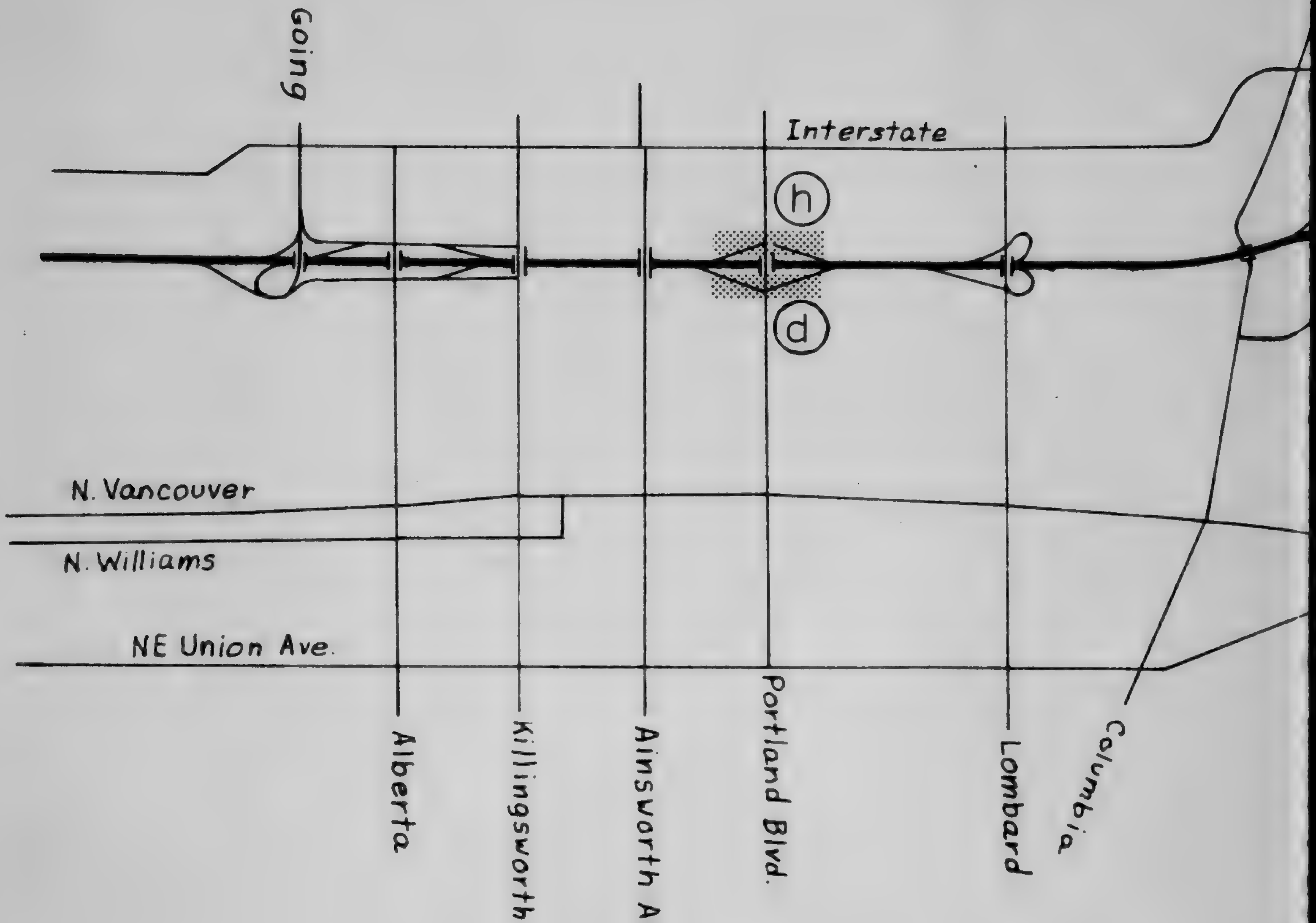
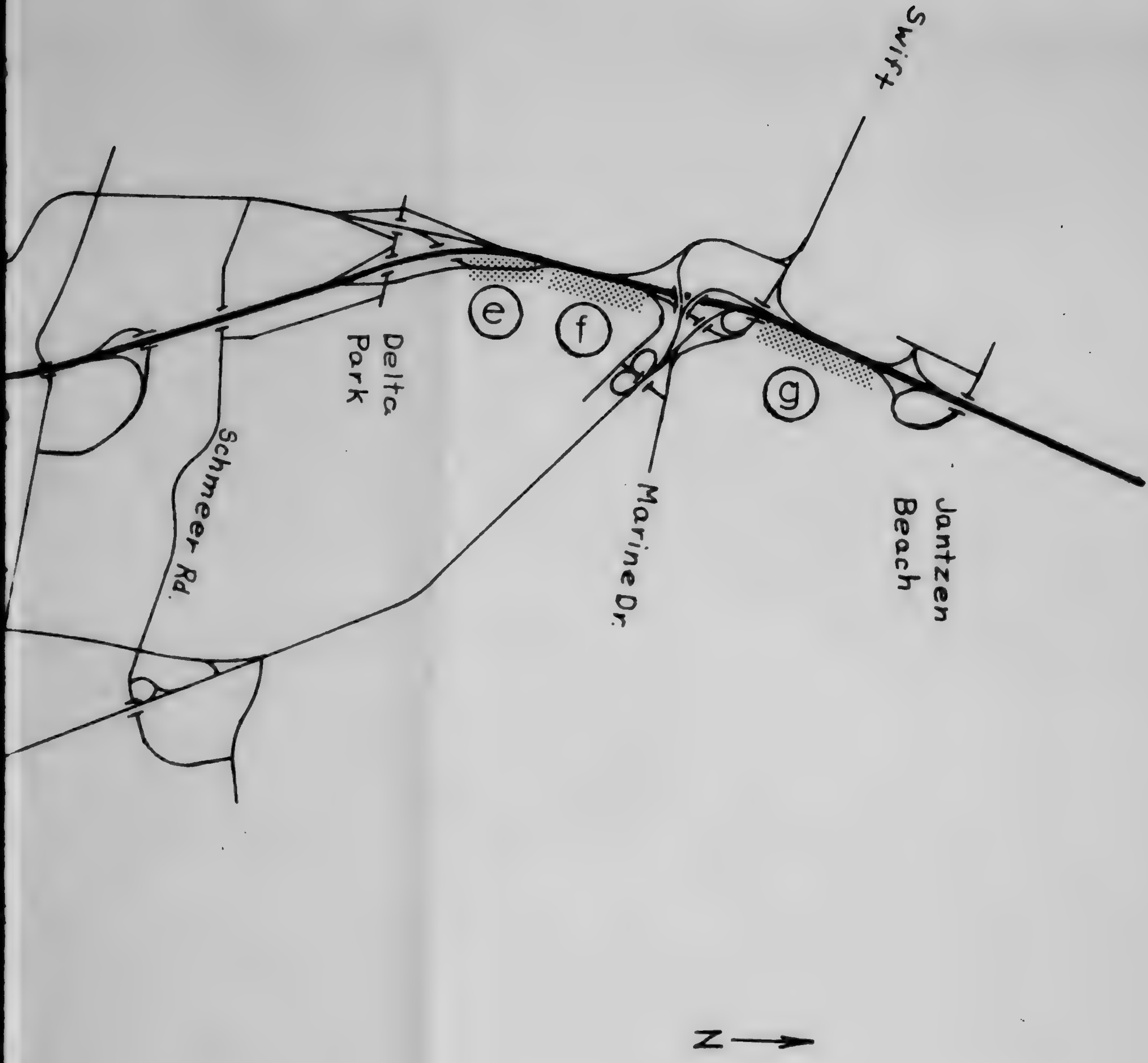

6th AVE ON
6th AVE OFF
1
1
4th AVE OFF
MARQUAM BR. ON
2
1
JCT I-5
6th AVE OFF
2
BROADWAY ON
1
1
5th AVE ON
2
1
1
1
1
MARQUAM BR. OFF
2
2
LEGEND
1977 ACCIDENTS
N FIXED OBJECT
N REAR END
N OTHER ACCIDENTS
PEAK HOUR ACCIDENTS
N
N
N
AM NB 7-9
PM SB 3-6
N
GLISAN ST. ON
1
1
BURNSIDE ST ON
2
14th AVE OFF
1
2
1
SUNSET HWY 47 ON
1
1
1
SALMON ST. OFF
GLISAN ST. OFF
1
BURNSIDE ST. OFF
1
16th AVE ON
1
1
SUNSET HWY 47 OFF
3
2
TAYLOR ST. ON

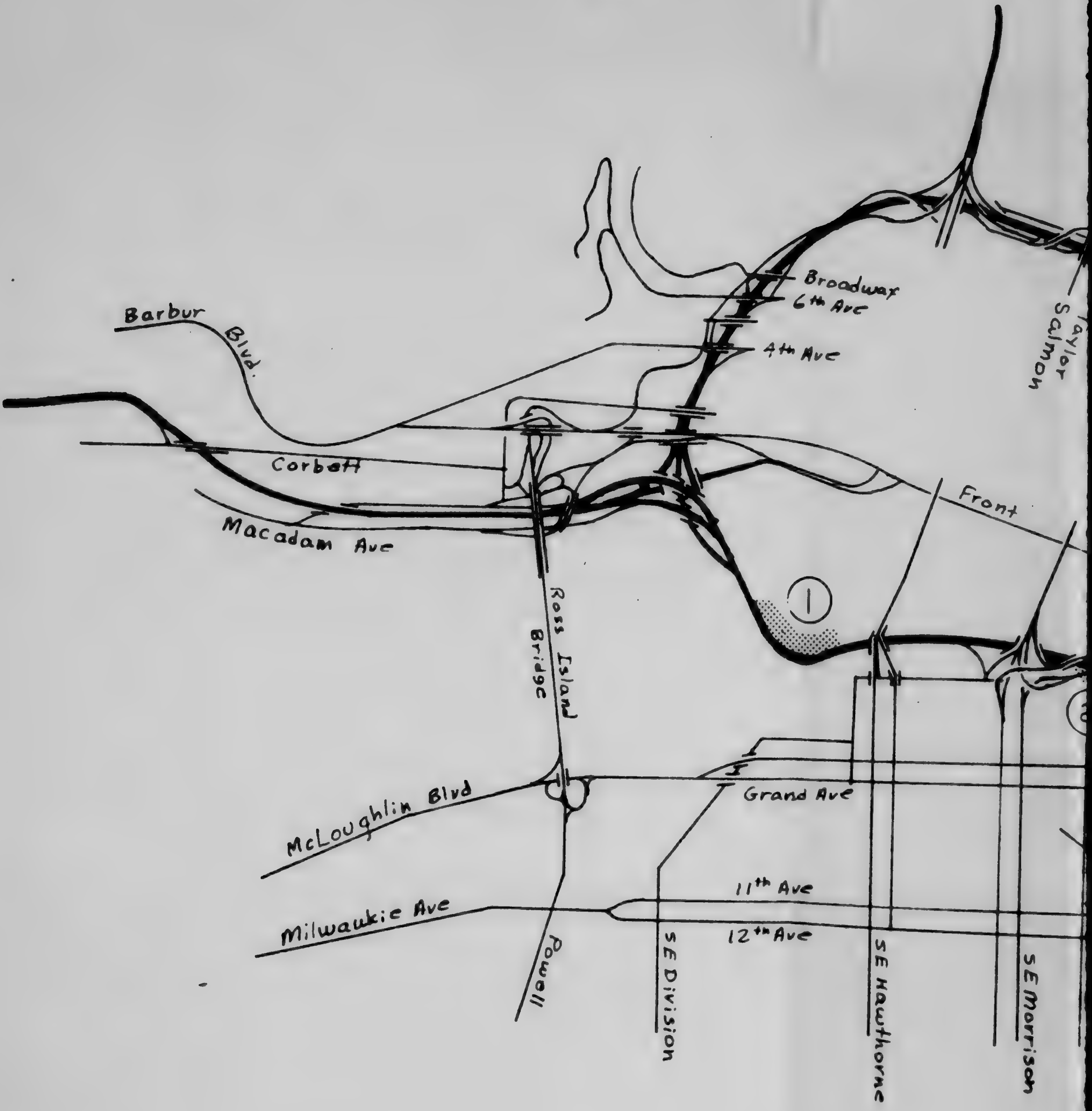
EXHIBIT 3

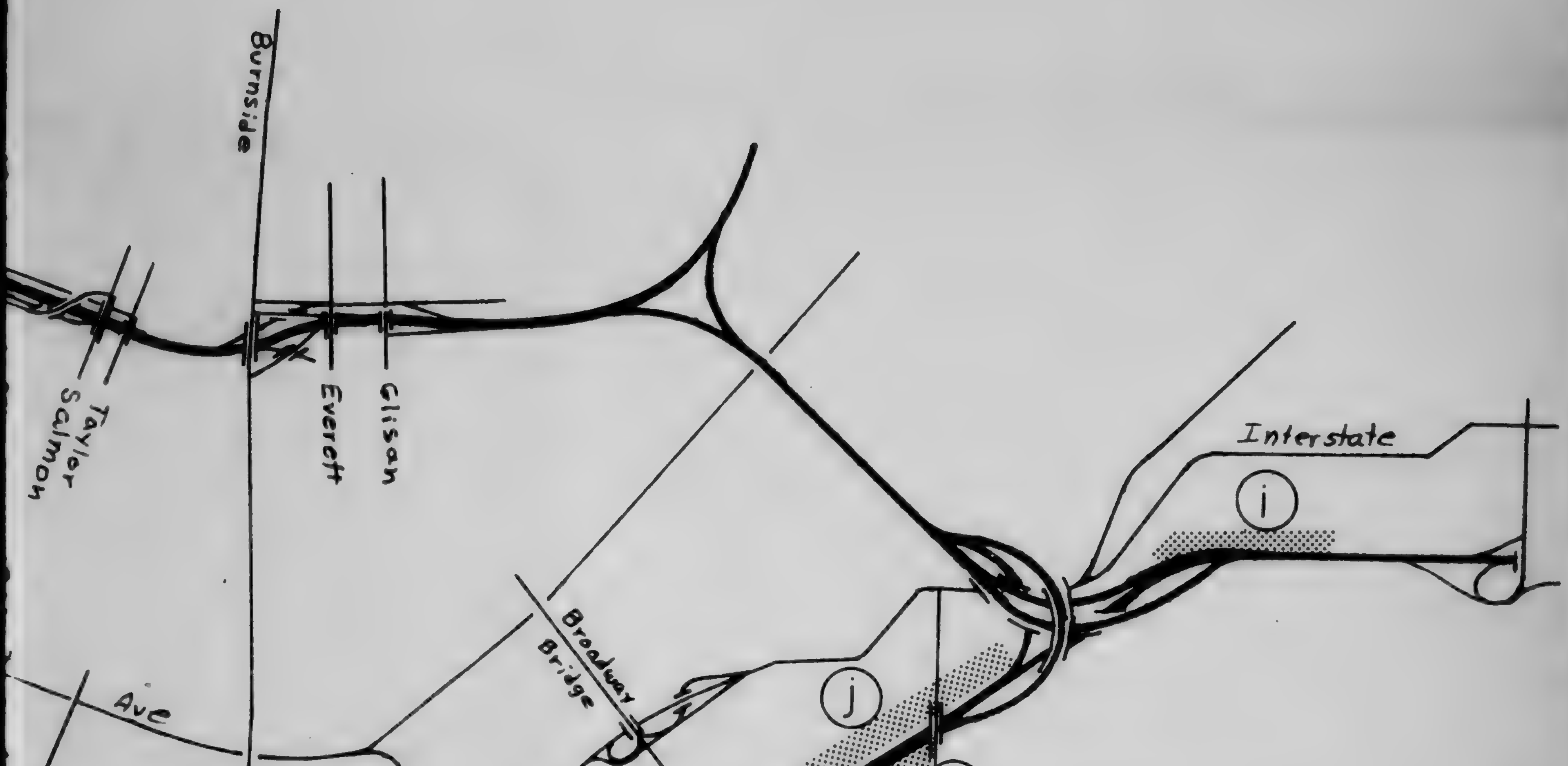

Going
Interstate
h
d
N. Vancouver
N. Williams
NE Union Ave.
Alberta
Killingsworth
Ainsworth Ave.
Portland Blvd.
Lombard
Columbia


Swift
Delta Park
Schmeer Rd.
Marine Dr.
Jantzen Beach
e
f
g
N

Capacity Deficient Freeway Sections

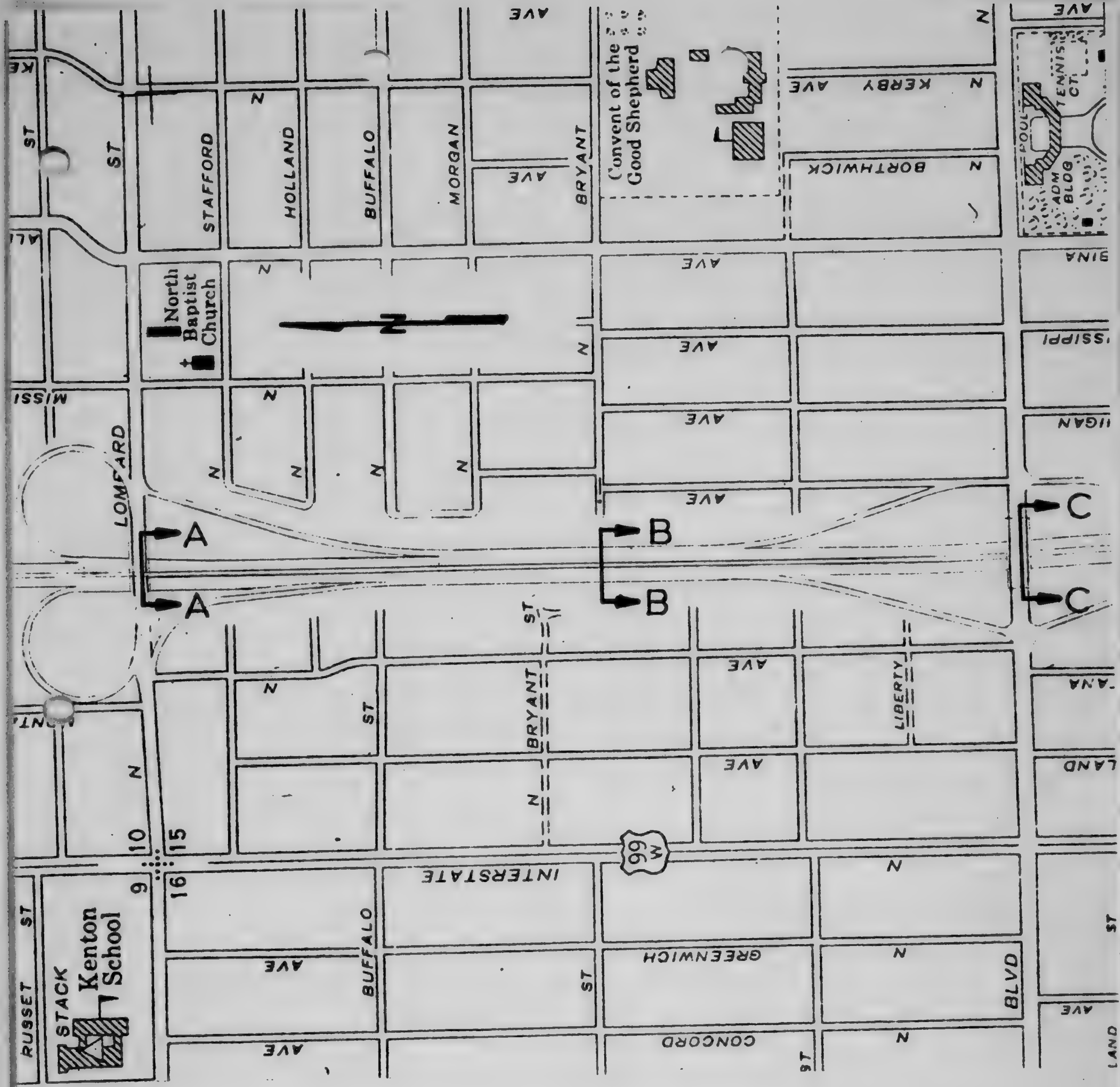
EXHIBIT 4


Barbur Blvd
Broadway
6th Ave
4th Ave
Taylor
Salmon
Corbett
Front
Macadam Ave
Ross Island Bridge
①
McLoughlin Blvd
Grand Ave
11th Ave
Milwaukie Ave
12th Ave
Powell
SE Division
SE Hawthorne
SE Morrison


Burnside
Taylor
Salmon
Everett
Glisan
Interstate
i
Broadway Bridge
Ave
j
c
k
Vancouver Ave
Williams Ave.
a
b
Union Ave
Holladay
NE Broadway
NE Russell
SE Morrison
Stark
Burnside
16th
Sandy
N

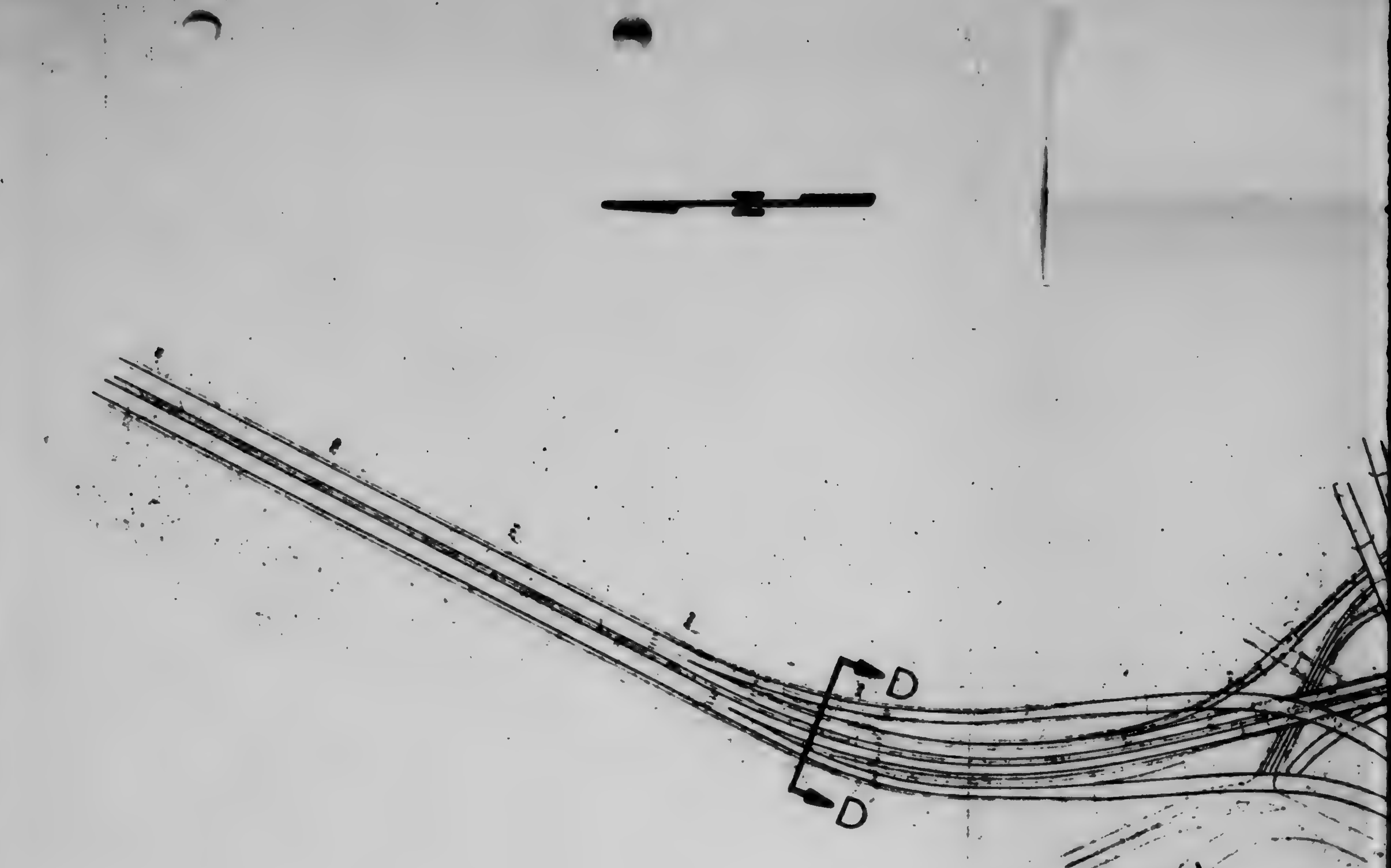
Capacity Deficient Freeway Sections

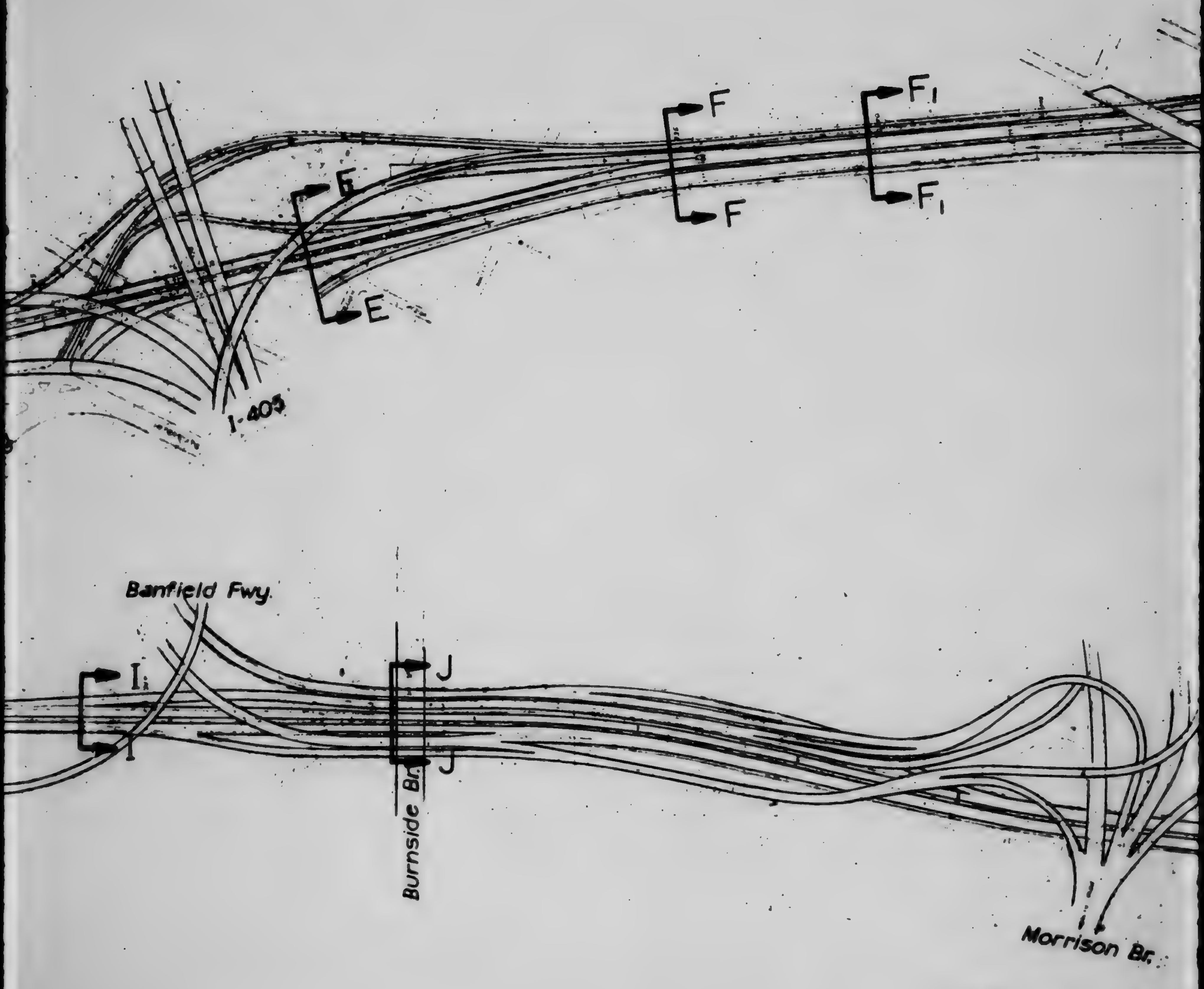
EXHIBIT 5


Convent of the Good Shepherd
North Baptist Church
Kenton School
STACK
POOL
TENNIS CT.
ADM BLDG
A
A
B
B
C
C
STAFFORD
HOLLAND
BUFFALO
MORGAN
BRYANT
KERBY AVE
BORTHWICK
LOMBARD
ST
N
AVE
BRYANT ST
LIBERTY
INTERSTATE
99 W
GREENWICH
CONCORD
BUFFALO
ST
BLVD
RUSSET ST
10
15
9
16

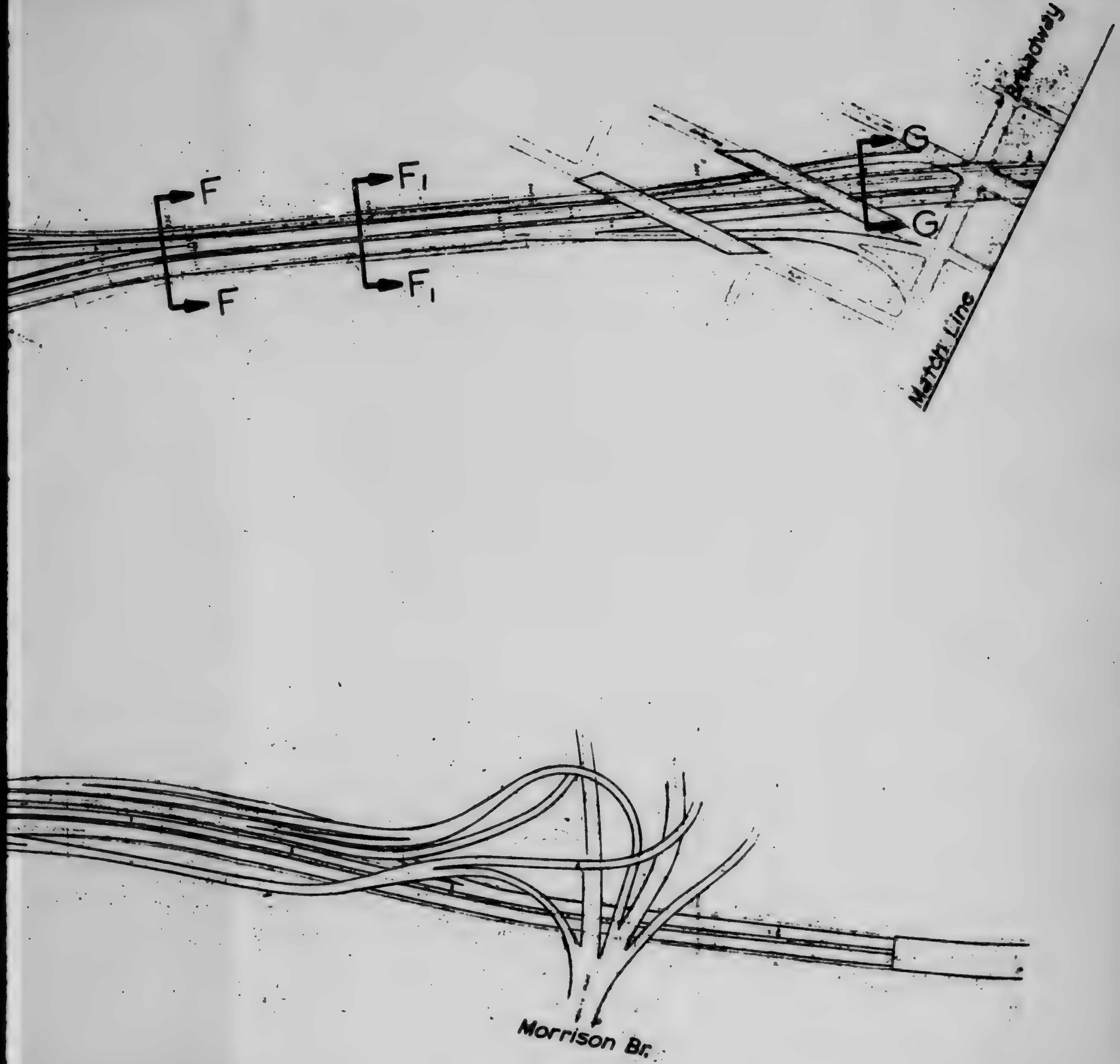
Index to typical sections

EXHIBIT 6


D
D
Greeley
Bar
Match Line
Weidler
H
H
I
I

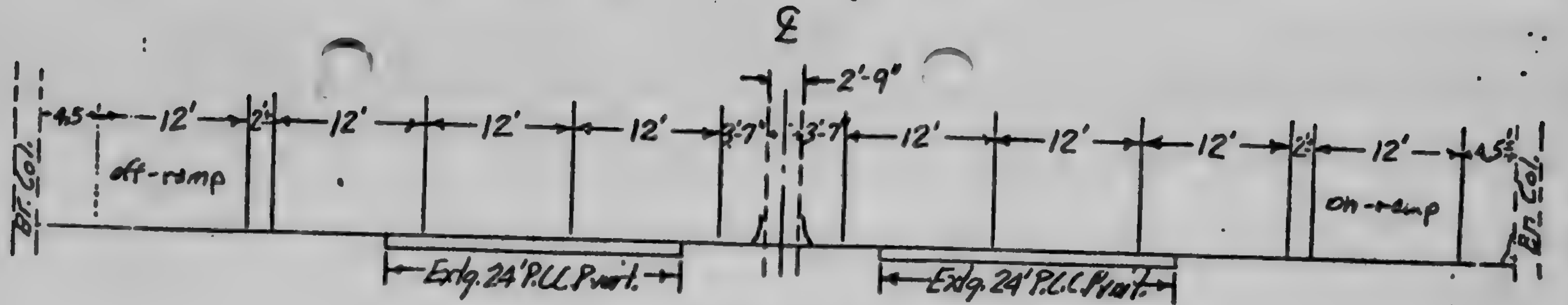

F₁
F
F
F₁
E
E
I-405
Banfield Fwy.
I₁
I
J
J
Burnside Br.
Morrison Br.

Index to typi


F
F
F_1
F_1
G
G
Broadway
Match Line
Morrison Br.

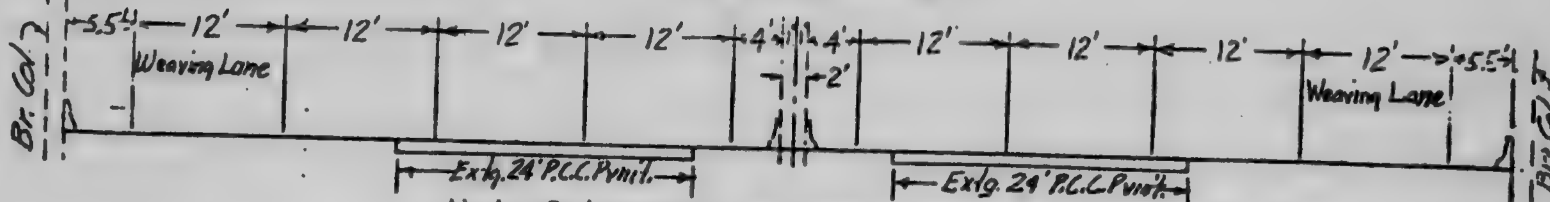
Index to typical sections

EXHIBIT 7


℄
2'-9"
Br. Col.
4.5
12'
2'
12'
12'
12'
3'-7"
3'-7"
12'
12'
12'
2'
12'
4.5'
off-ramp
on-ramp
Br. Col.
Extg. 24' P.C.C. Pvm't.
Extg. 24' P.C.C. Pvm't.

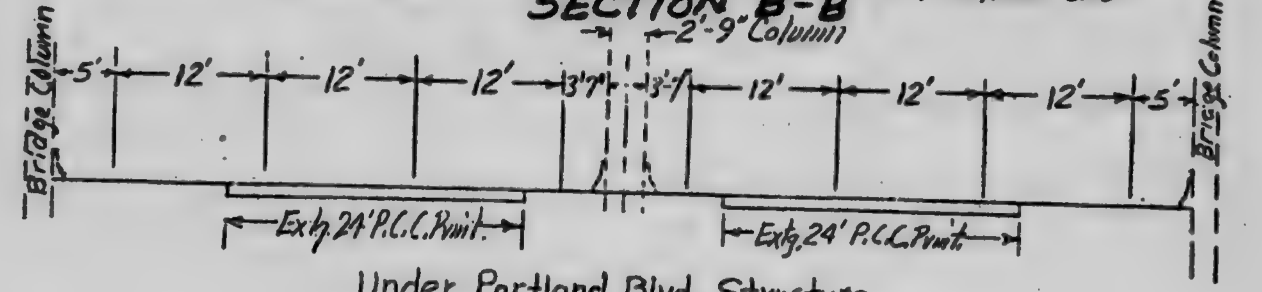
Under Lombard St. Structure

SECTION A-A


Br. Col. 2
5.5'
12'
12'
12'
12'
4'
4'
2'
12'
12'
12'
12'
5.5'
Weaving Lane
Weaving Lane
Br. Col. 3
Extg. 24' P.C.C. Pvm't.
Extg. 24' P.C.C. Pvm't.

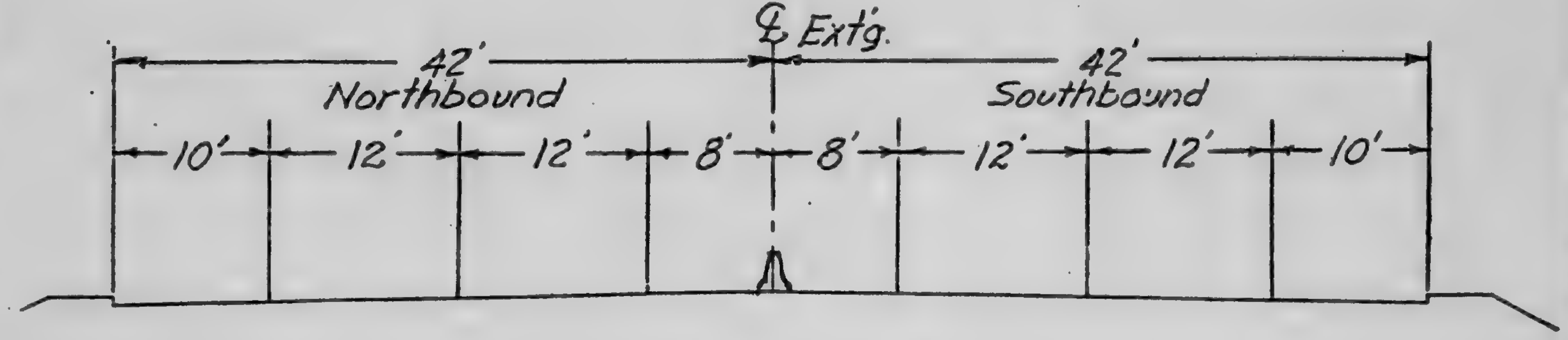
Under Pedestrian Xing Between Lombard St. & Portland Blvd.

SECTION B-B


2'-9" Column
Bridge Column
5'
12'
12'
12'
3'-7"
3'-7"
12'
12'
12'
5'
Bridge Column
Extg. 24' P.C.C. Pvm't.
Extg. 24' P.C.C. Pvm't.

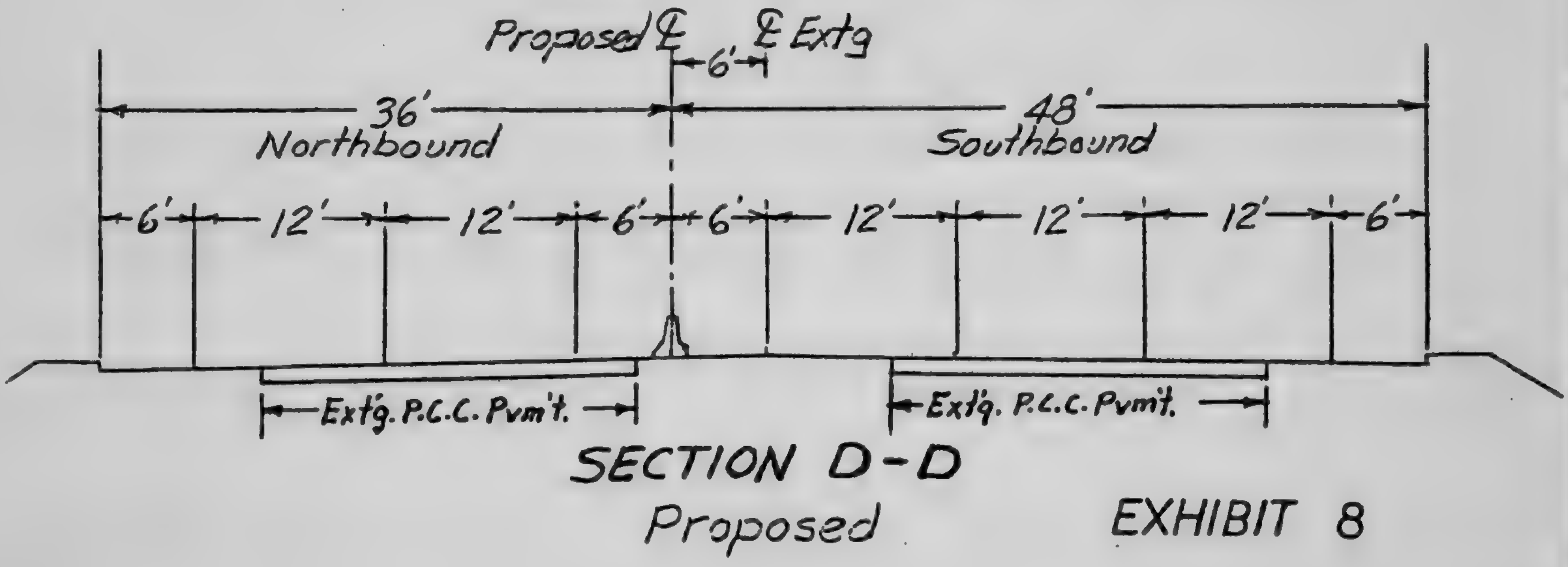
Under Portland Blvd. Structure

SECTION C-C


℄ Ext'g.
42'
Northbound
42'
Southbound
10'
12'
12'
8'
8'
12'
12'
10'

SECTION D-D

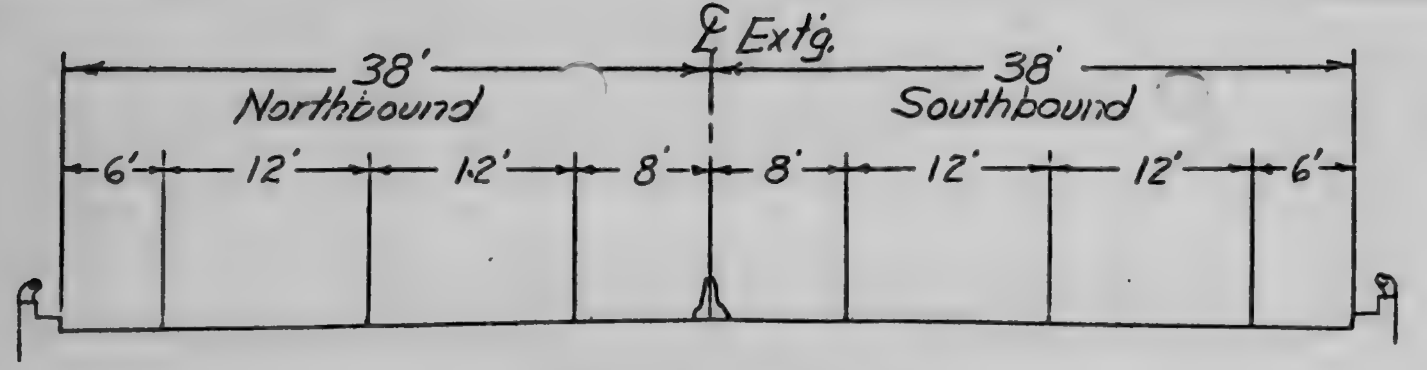
Existing (Embankment Section)
(Between Fremont Br. Off & On Ramps)


Proposed ℄
℄ Extg
6'
36'
Northbound
48'
Southbound
6'
12'
12'
6'
6'
12'
12'
12'
6'
Ext'g. P.C.C. Pvm't.
Ext'g. P.C.C. Pvm't.

SECTION D-D

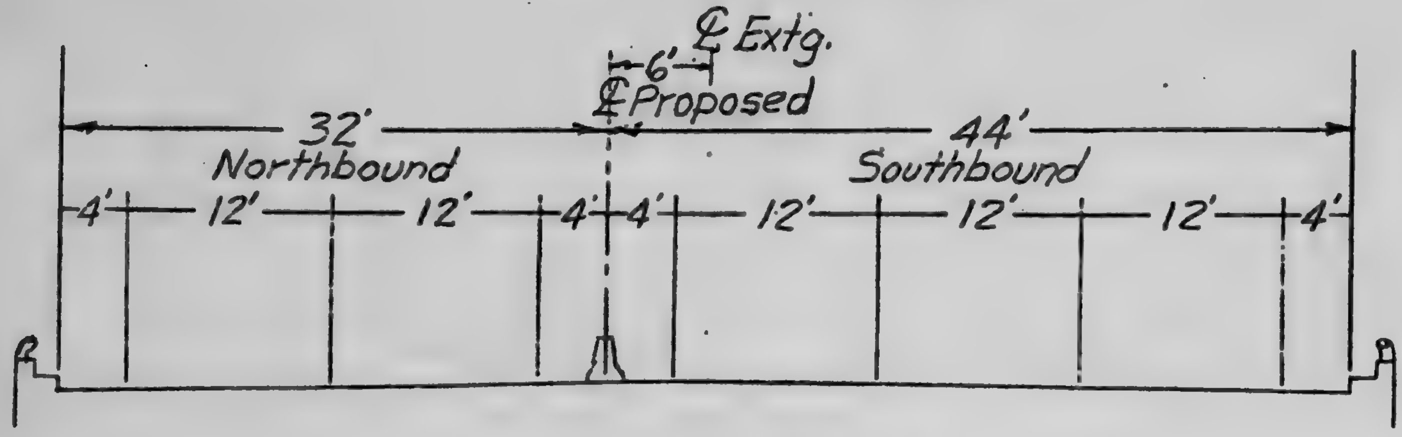
Proposed

EXHIBIT 8


℄ Extg.
38'
Northbound
38'
Southbound
6'
12'
12'
8'
8'
12'
12'
6'

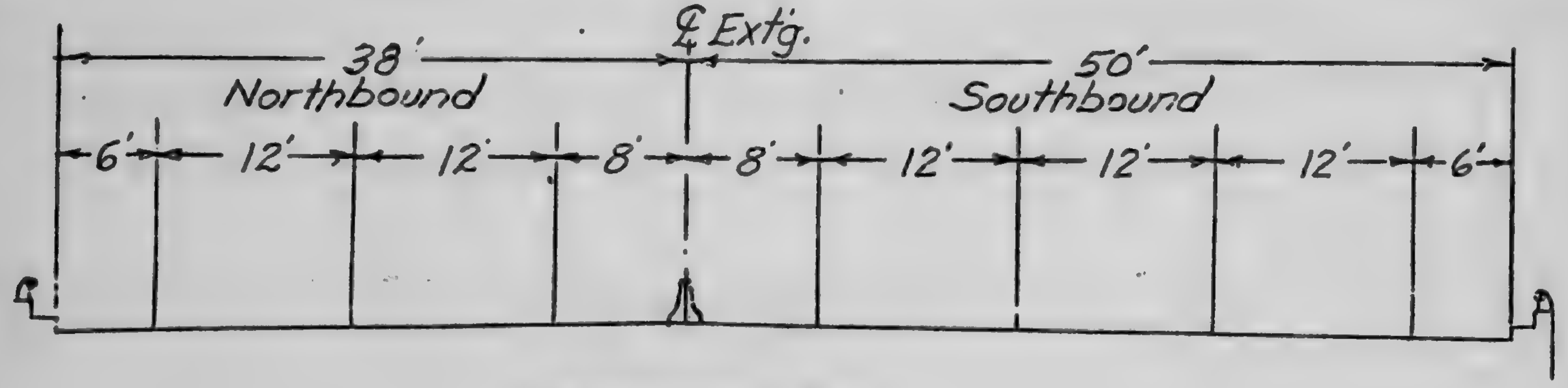
SECTION E - E

Existing (Structure)


℄ Extg.
6'
℄ Proposed
32'
Northbound
44'
Southbound
4'
12'
12'
4'
4'
12'
12'
12'
4'

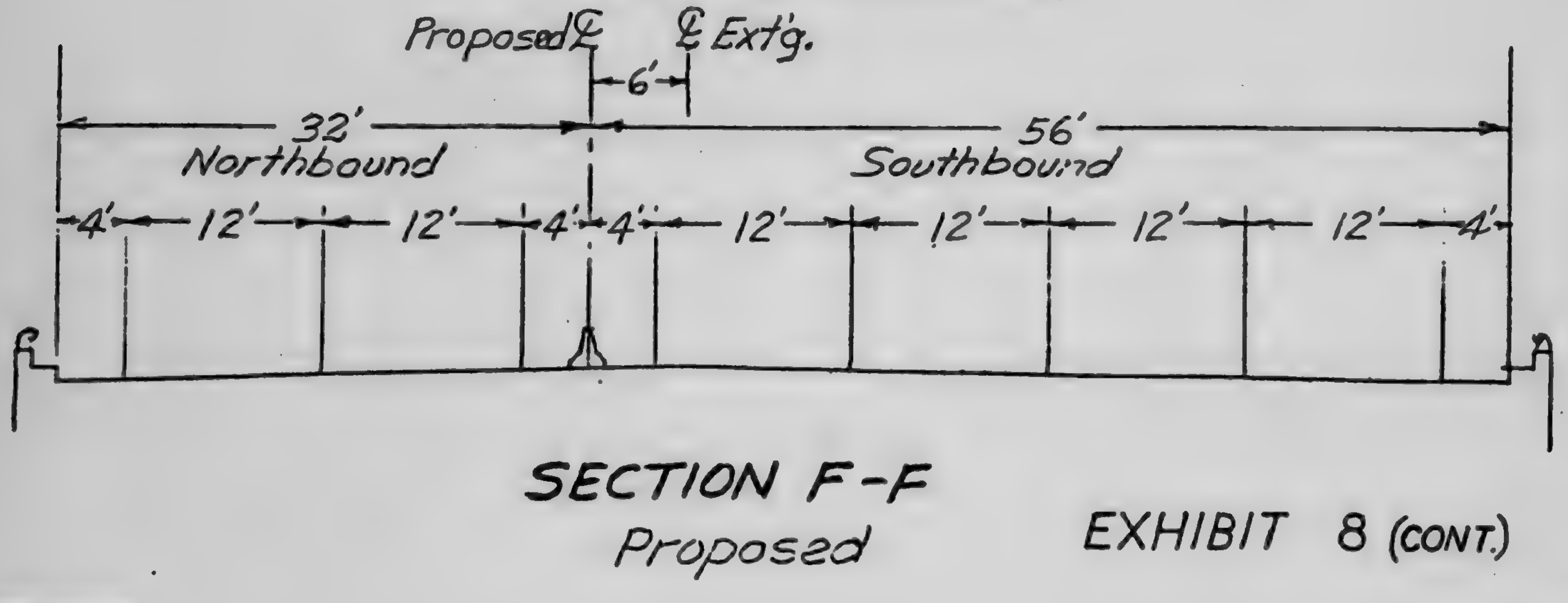
SECTION E - E

Proposed


℄ Extg.
38'
Northbound
50'
Southbound
6'
12'
12'
8'
8'
12'
12'
12'
6'

SECTION F-F

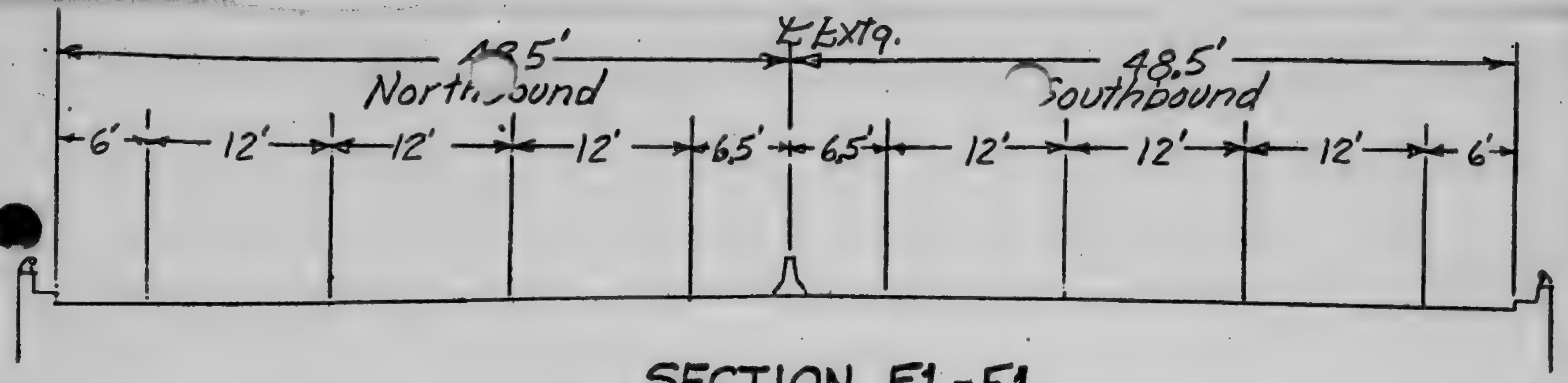
Existing (Structure)


Proposed ℄
℄ Extg.
6'
32'
Northbound
56'
Southbound
4'
12'
12'
4'
4'
12'
12'
12'
12'
4'

SECTION F-F

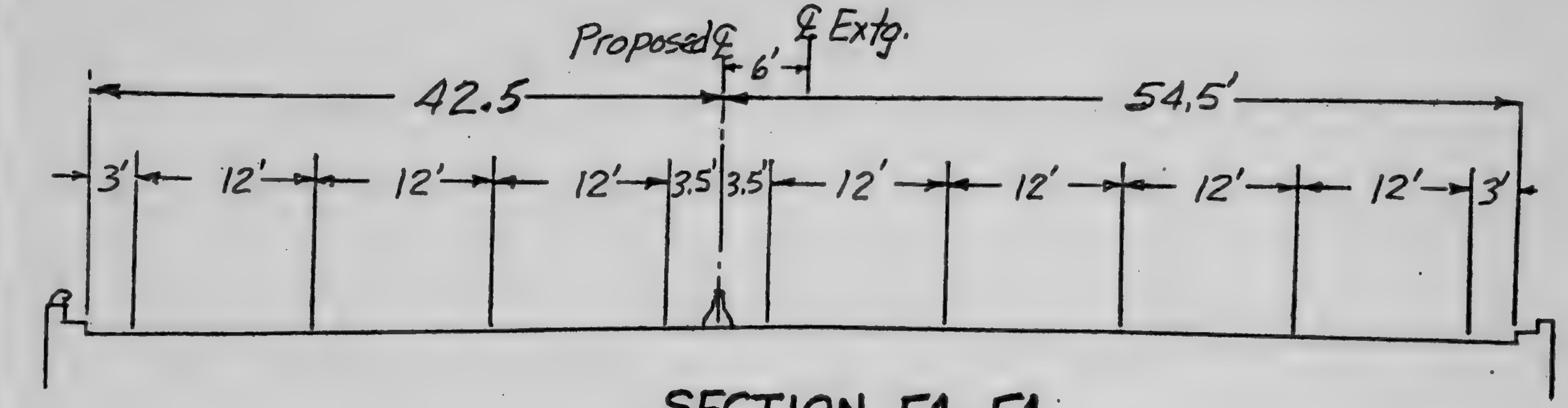
Proposed

EXHIBIT 8 (CONT.)



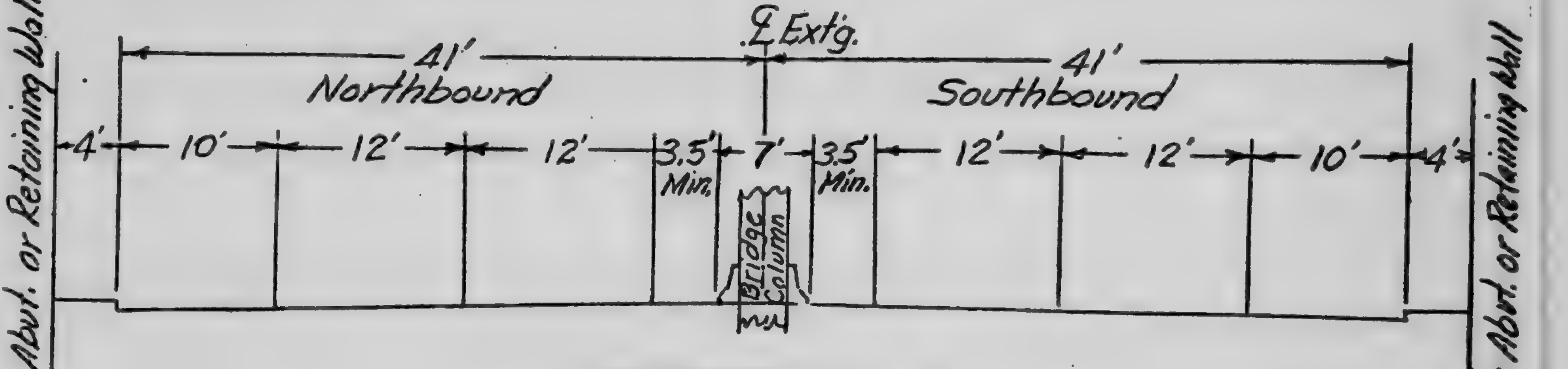
℄ Extg.
48.5'
Northbound
48.5'
Southbound
6'
12'
12'
12'
6.5'
6.5'
12'
12'
12'
6'

SECTION F1-F1
Existing (Structure)



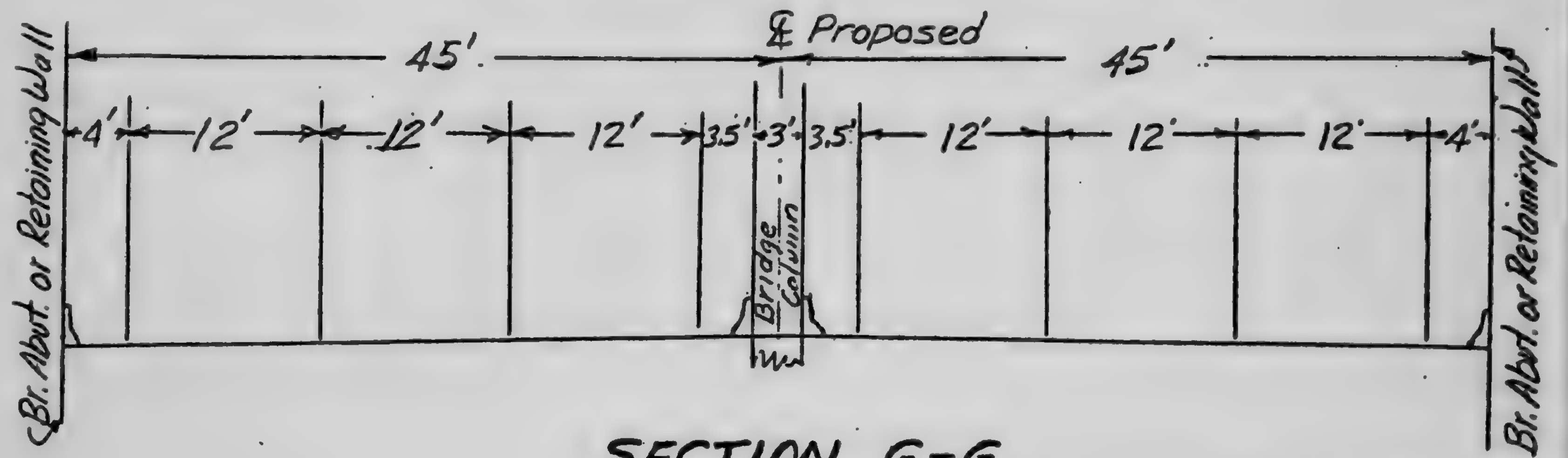
Proposed ℄
℄ Extg.
6'
42.5
54.5'
3'
12'
12'
12'
3.5'
3.5'
12'
12'
12'
12'
3'

SECTION F1-F1
Proposed



℄ Extg.
41'
Northbound
41'
Southbound
Br. Abut. or Retaining Wall
4'
10'
12'
12'
3.5' Min.
7'
3.5' Min.
12'
12'
10'
4'
Bridge Column
Br. Abut. or Retaining Wall

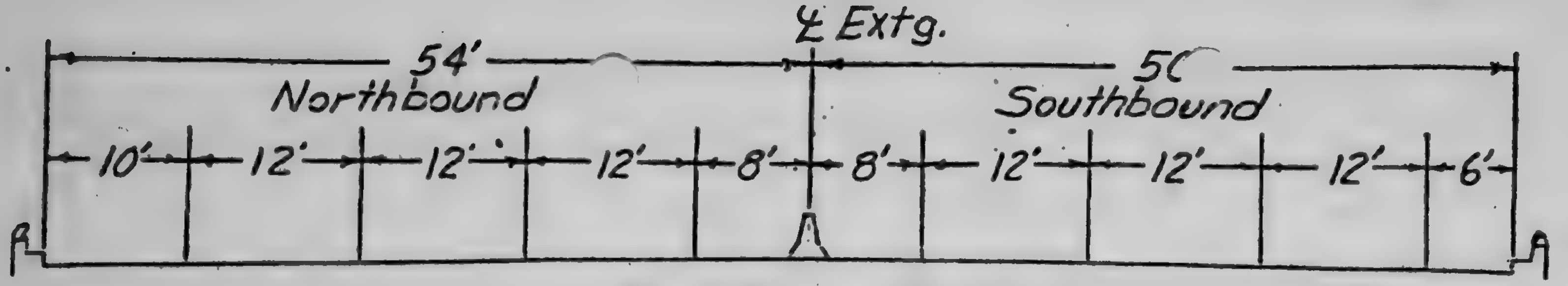
SECTION G-G
Existing (At U'Xing Locations)



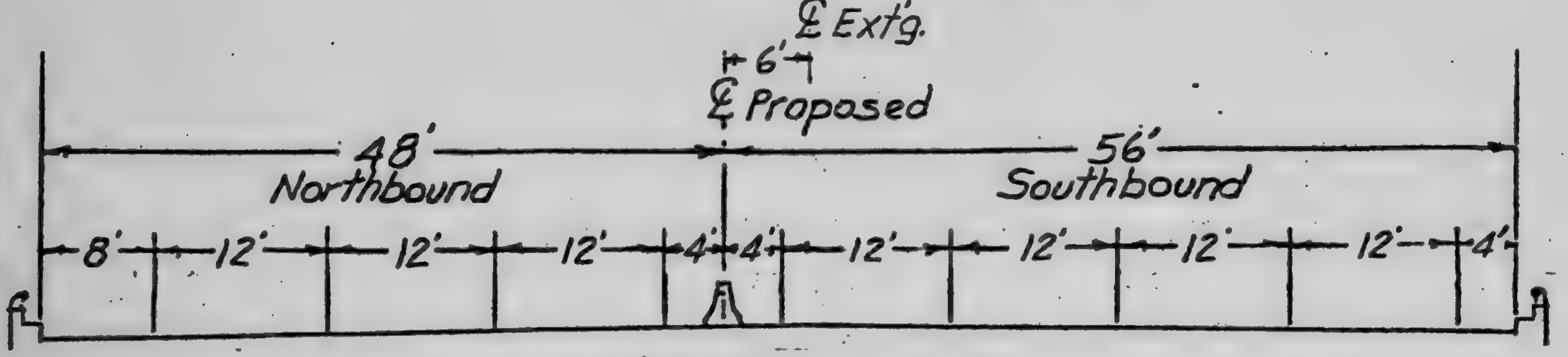
℄ Proposed
45'
45'
Br. Abut. or Retaining Wall
4'
12'
12'
12'
3.5'
3'
3.5'
12'
12'
12'
4'
Bridge Column
Br. Abut. or Retaining Wall

SECTION G-G
Proposed

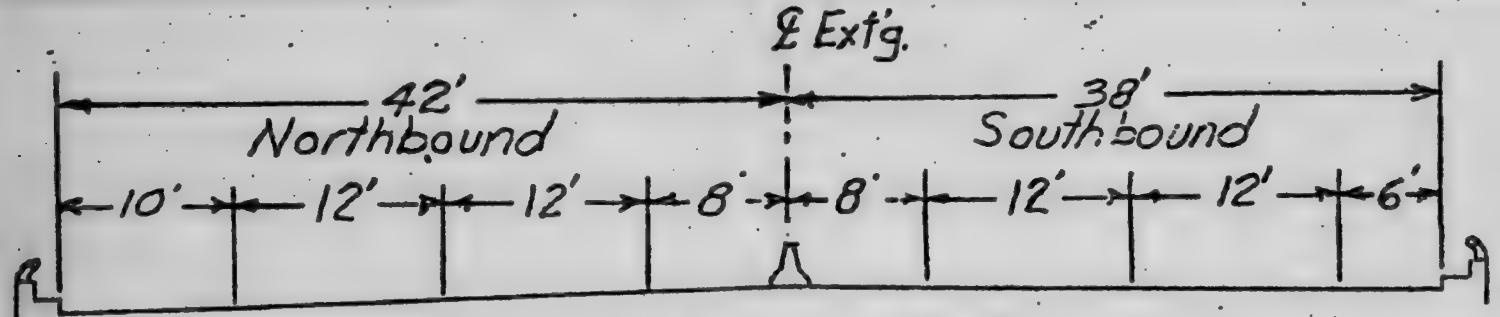
EXHIBIT 8 (CONT.)


℄ Extg.
54'
50'
Northbound
Southbound
10'
12'
12'
12'
8'
8'
12'
12'
12'
6'

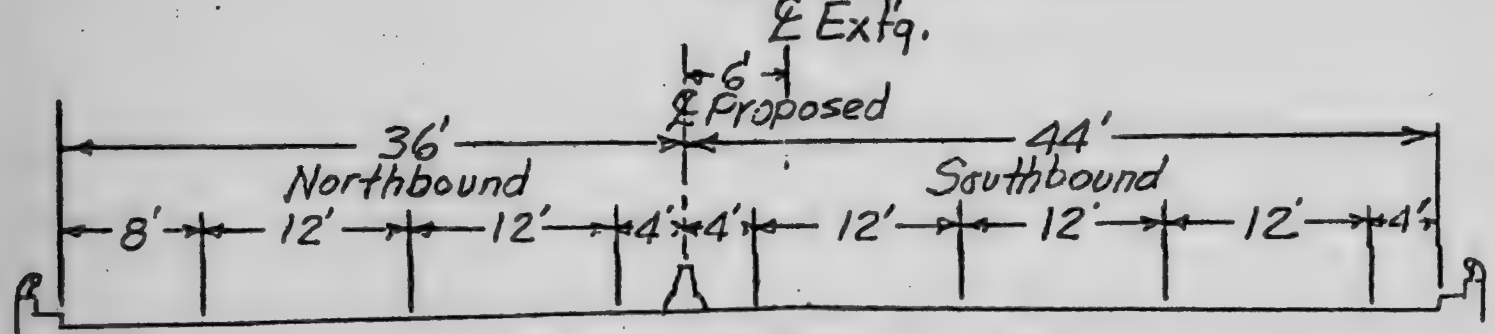
SECTION H-H
Existing (Structure)


℄ Ext'g.
6'
℄ Proposed
48'
56'
Northbound
Southbound
8'
12'
12'
12'
4'
4'
12'
12'
12'
12'
4'

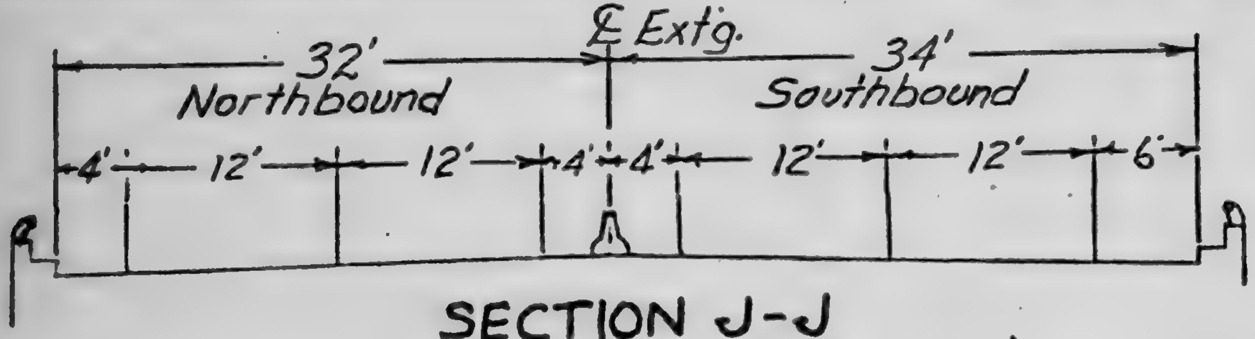
SECTION H-H
Proposed


℄ Ext'g.
42'
38'
Northbound
Southbound
10'
12'
12'
8'
8'
12'
12'
6'

SECTION I-I
Existing (Structure)

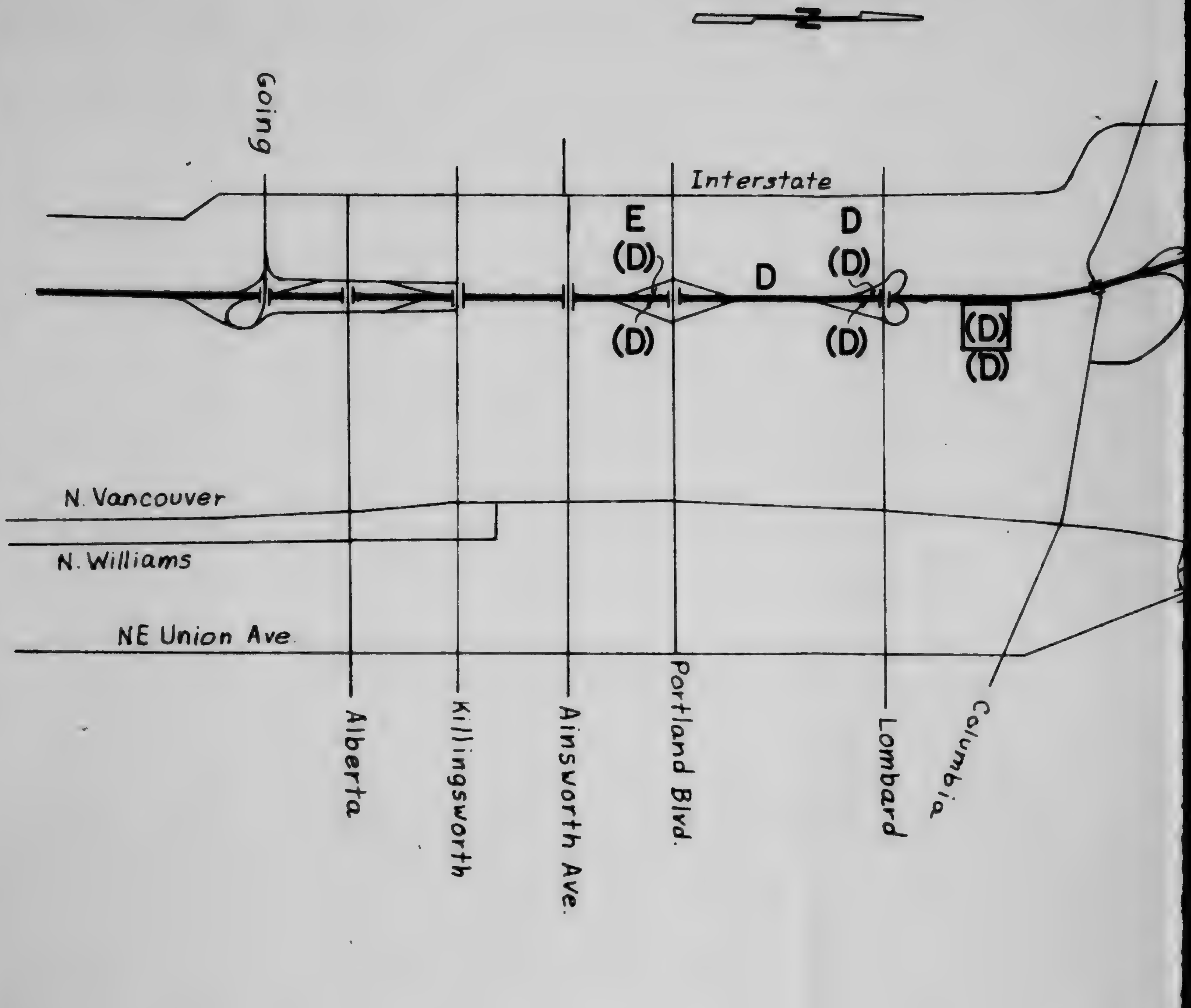

℄ Ext'q.
6'
℄ Proposed
36'
44'
Northbound
Southbound
8'
12'
12'
4'
4'
12'
12'
12'
4'

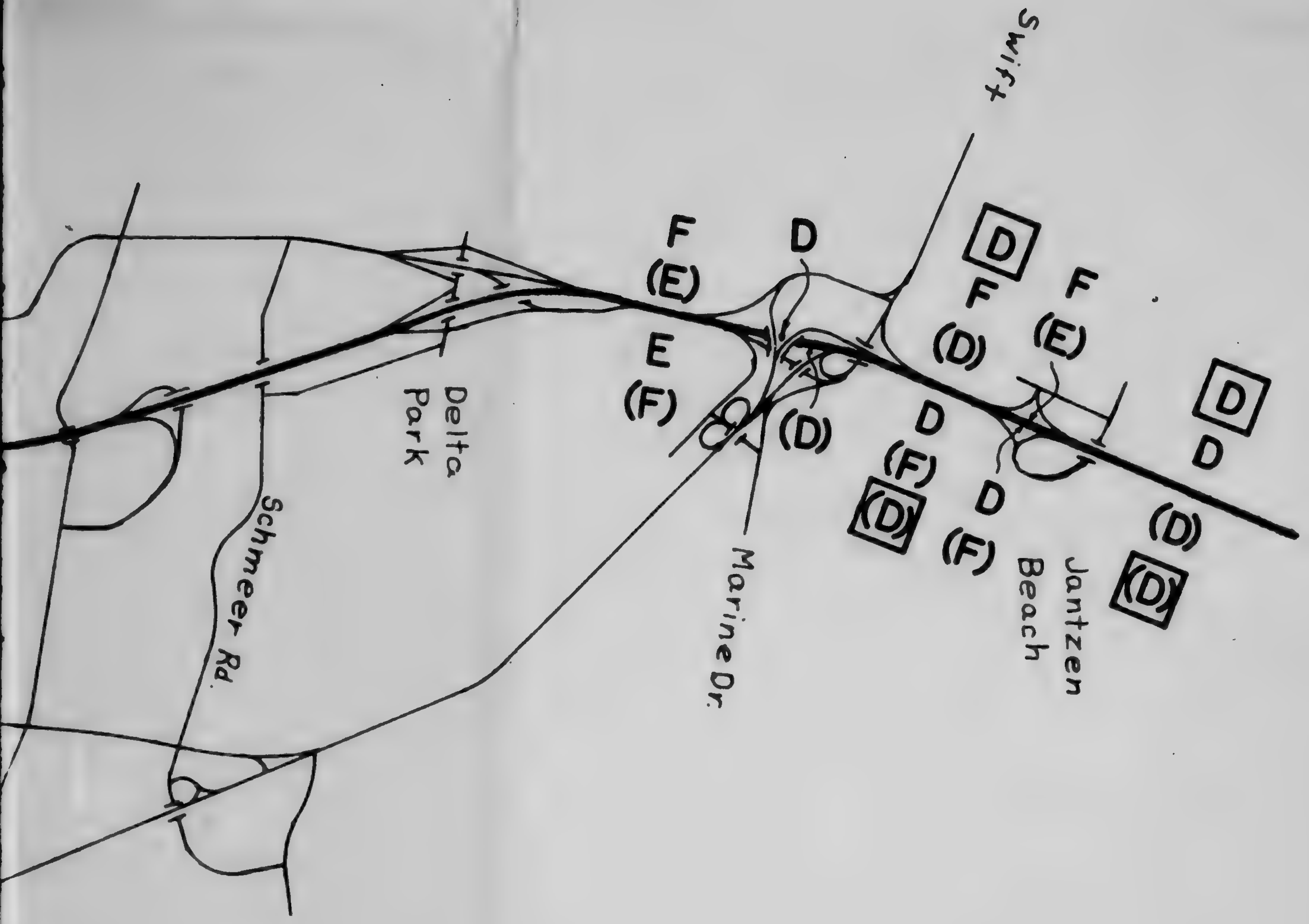
SECTION I-I
Proposed


℄ Extg.
32'
34'
Northbound
Southbound
4'
12'
12'
4'
4'
12'
12'
6'

SECTION J-J
Existing (Structure)
(At North Edge of Burnside Br.)

EXHIBIT 8 (CONT.)


N
Going
Interstate
E
(D)
(D)
D
D
(D)
(D)
(D)
(D)
N. Vancouver
N. Williams
NE Union Ave
Alberta
Killingsworth
Ainsworth Ave.
Portland Blvd.
Lombard
Columbia

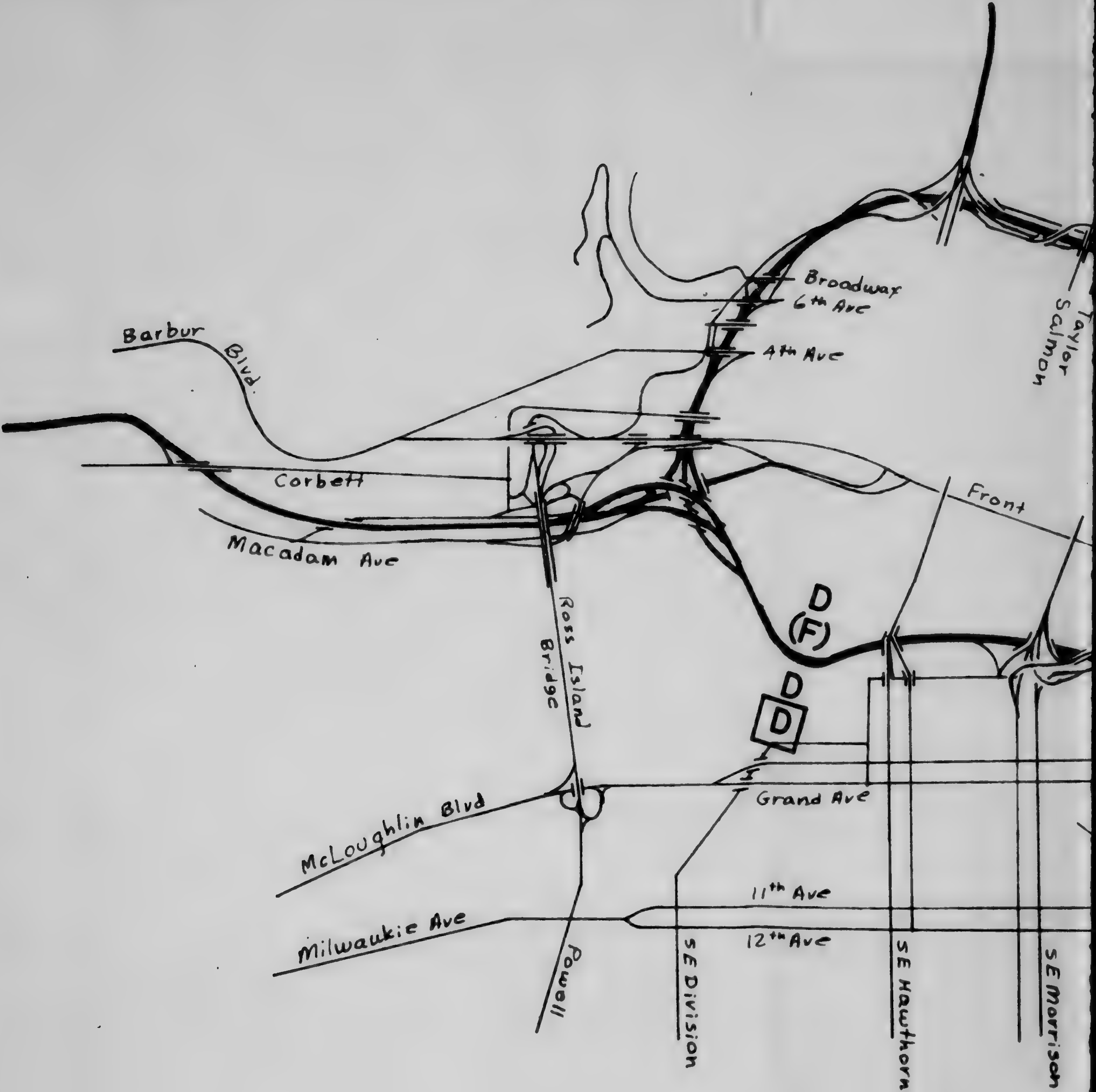

Swift
F
(E)
E
(F)
D
(D)
D
F
(D)
D
(F)
D
D
(F)
F
(E)
D
D
(D)
D
Delta Park
Schmeer Rd.
Marine Dr.
Jantzen Beach

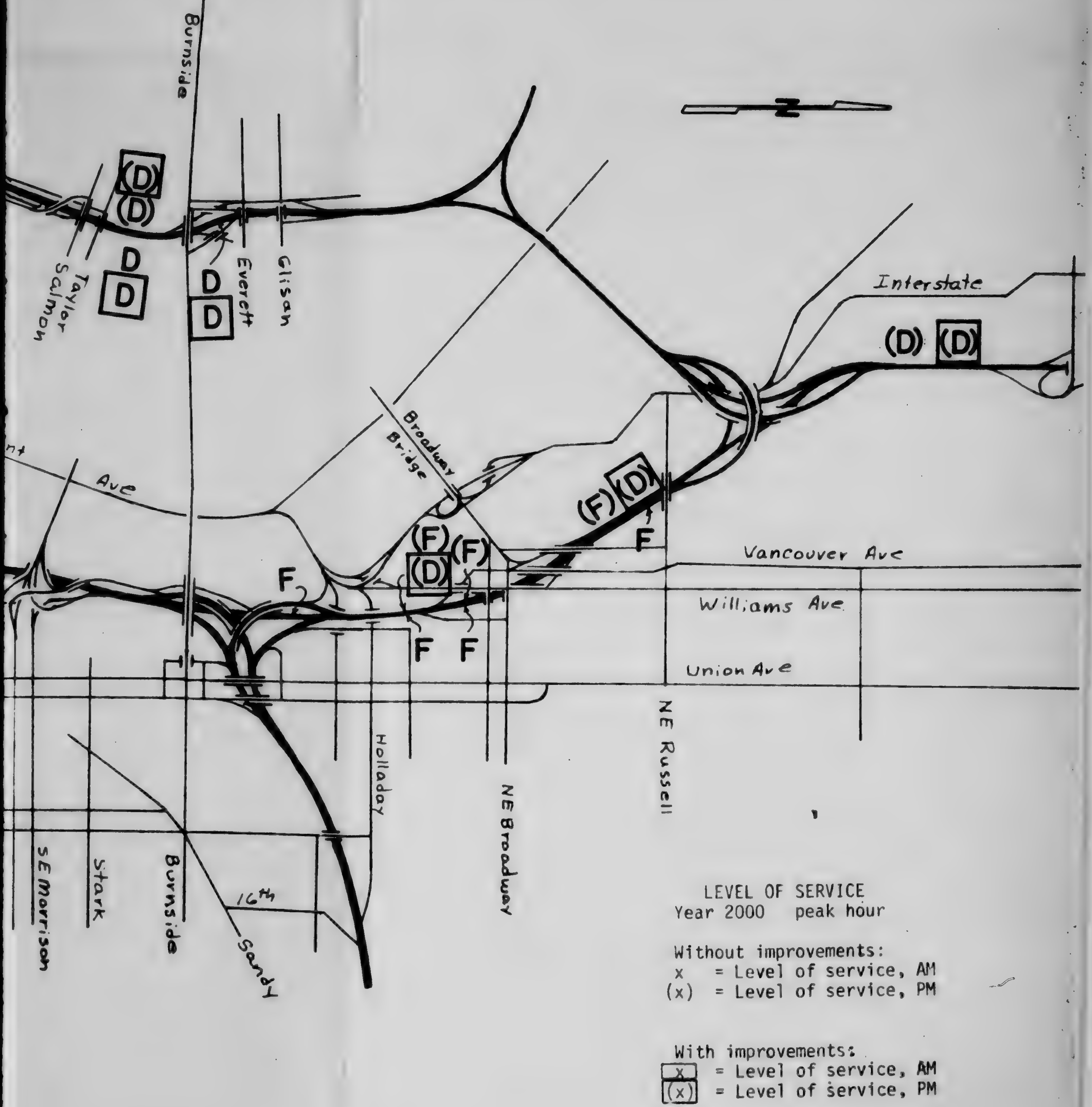
LEVEL OF SERVICE
Year 2000 peak hour

Without improvements:
x = Level of service, AM
(x) = Level of service, PM

With improvements:
$\boxed{x}$ = Level of service, AM
$\boxed{(x)}$ = Level of service, PM

EXHIBIT 9


Broadway
6th Ave
4th Ave
Taylor
Salmon
Barbur Blvd
Corbett
Front
Macadam Ave
D
(F)
D
D
Ross Island Bridge
Grand Ave
McLoughlin Blvd
11th Ave
Milwaukie Ave
12th Ave
Powell
SE Division
SE Hawthorne
SE Morrison

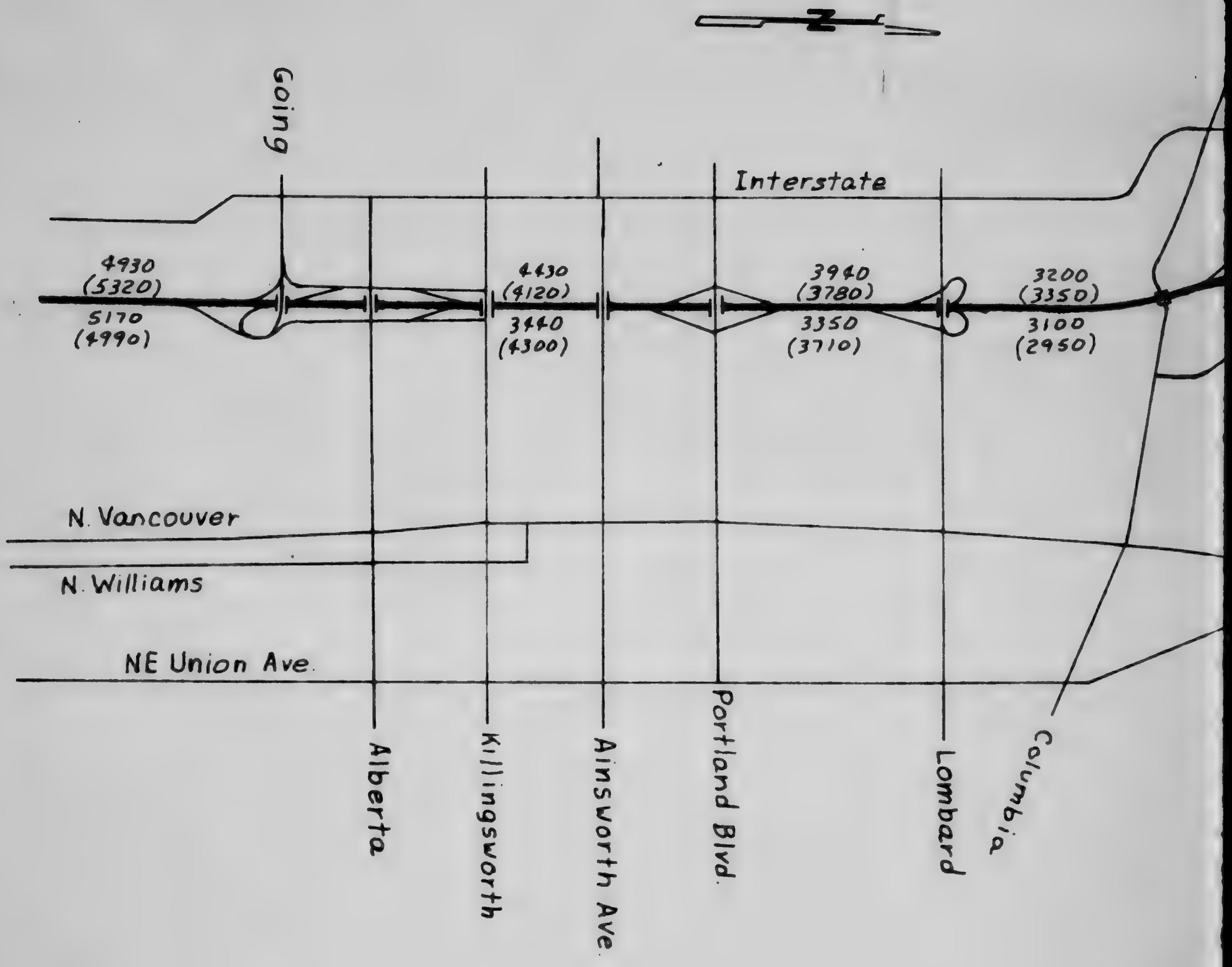

Burnside
(D)
(D)
D
D
Taylor
Salmon
D
D
Everett
Glisan
Interstate
(D)
(D)
Broadway Bridge
nt
Ave
(F)
(D)
(F)
(D)
(F)
F
F
F
F
Vancouver Ave
Williams Ave
Union Ave
NE Russell
Holladay
NE Broadway
SE Morrison
Stark
Burnside
16th
Sandy

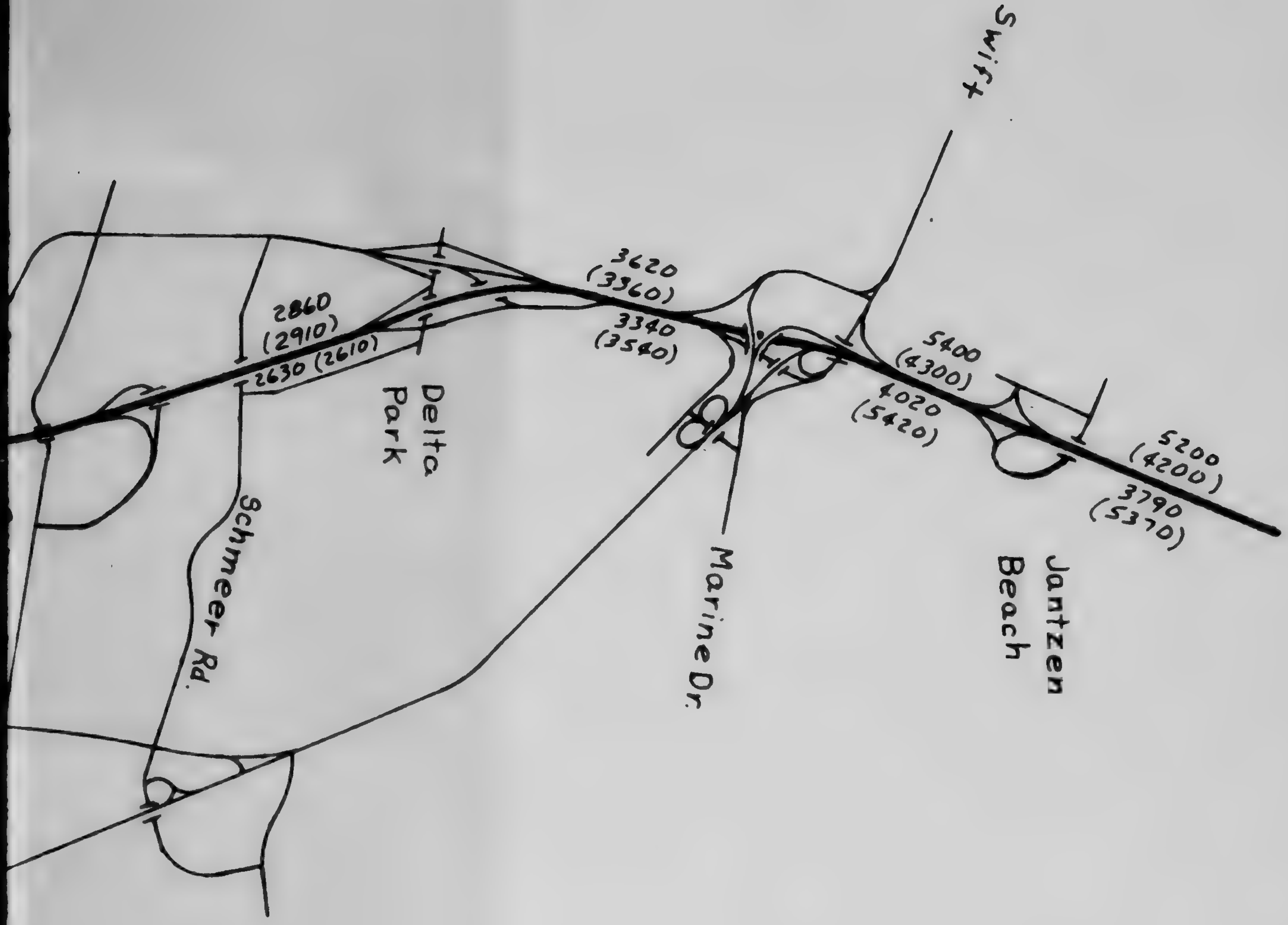
LEVEL OF SERVICE
Year 2000 peak hour

Without improvements:
x = Level of service, AM
(x) = Level of service, PM

With improvements:
$\boxed{x}$ = Level of service, AM
$\boxed{(x)}$ = Level of service, PM

EXHIBIT 10

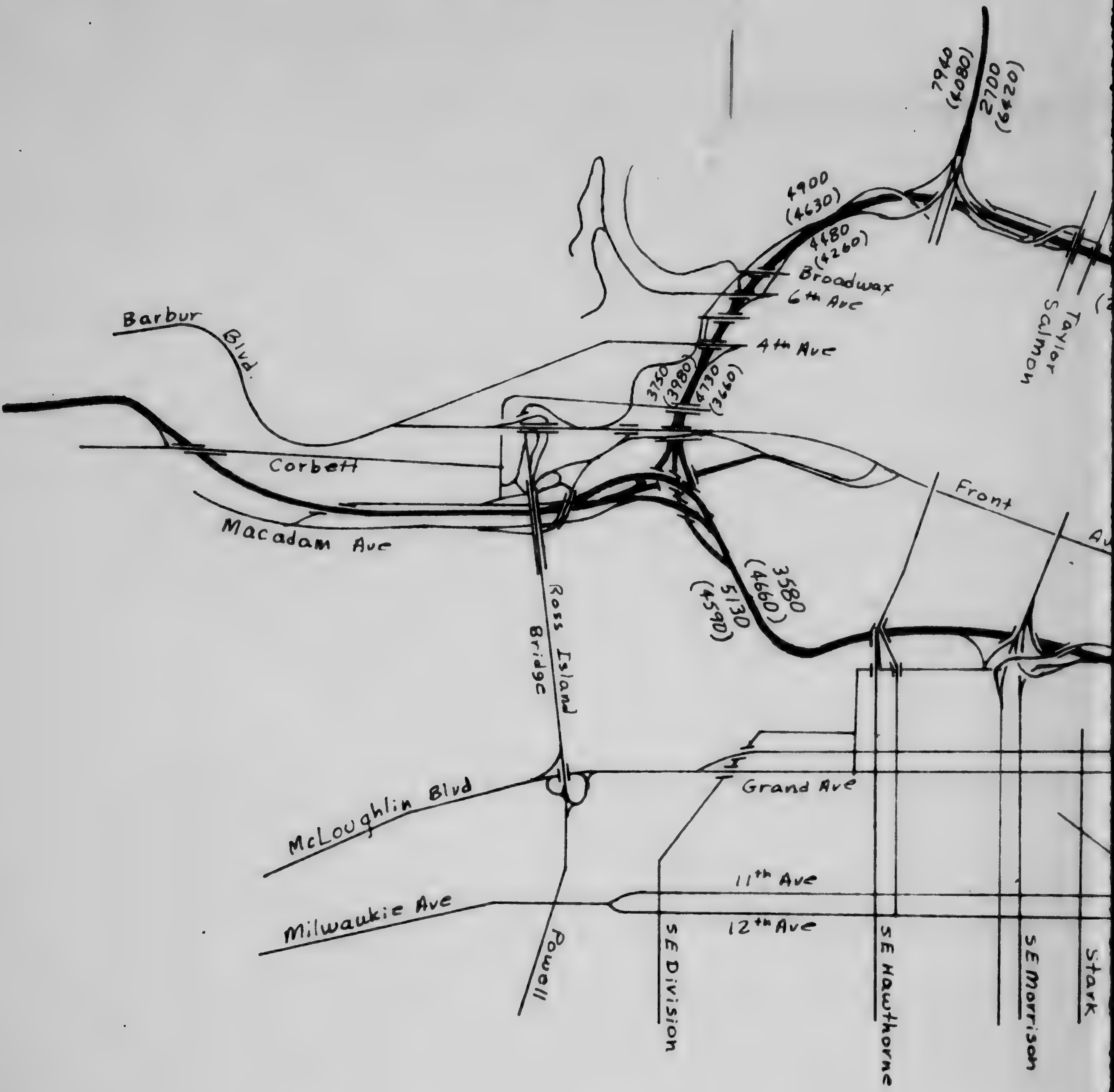
Going
Interstate
4930
(5320)
5170
(4990)
4430
(4120)
3440
(4300)
3940
(3780)
3350
(3710)
3200
(3350)
3100
(2950)
N. Vancouver
N. Williams
NE Union Ave.
Alberta
Killingsworth
Ainsworth Ave.
Portland Blvd.
Lombard
Columbia
N

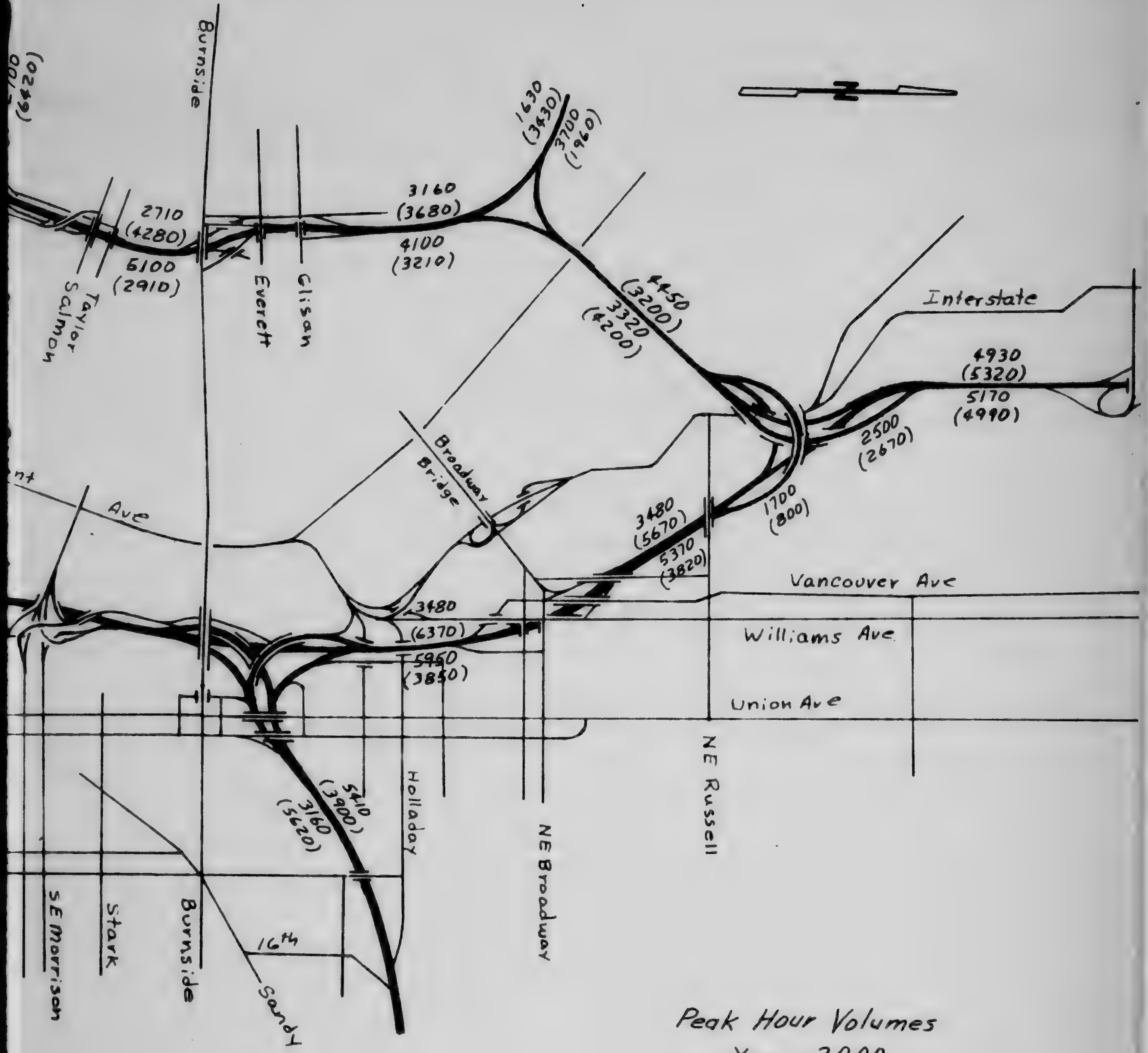

Swift
3620
(3360)
3340
(3540)
2860
(2910)
2630 (2610)
Delta Park
Schmeer Rd.
Marine Dr.
5400
(4300)
4020
(5420)
5200
(4200)
3790
(5370)
Jantzen Beach

Peak Hour Volumes
Year 2000

xx = A.M.
(xx) = P.M.

EXHIBIT 11

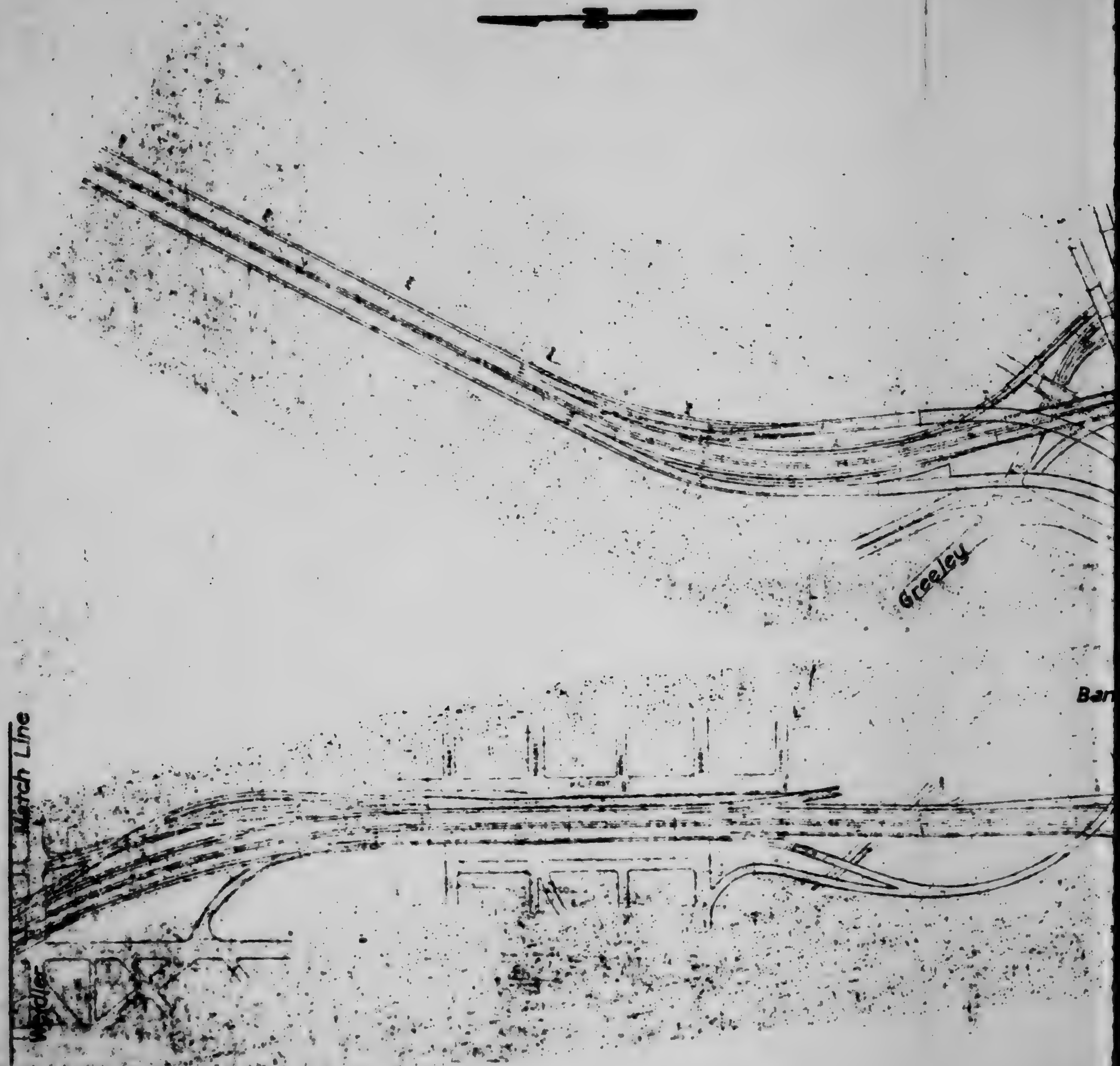

7940
(4080)
2700
(6420)
4900
(4630)
4480
(4260)
Broadwax
6th Ave
4th Ave
Taylor
Salmon
Barbur Blvd.
3750
(3980)
4730
(3660)
Corbett
Front
Av
Macadam Ave
3580
(4660)
5130
(4590)
Ross Island Bridge
Grand Ave
McLoughlin Blvd
11th Ave
Milwaukie Ave
12th Ave
Powell
SE Division
SE Hawthorne
SE Morrison
Stark

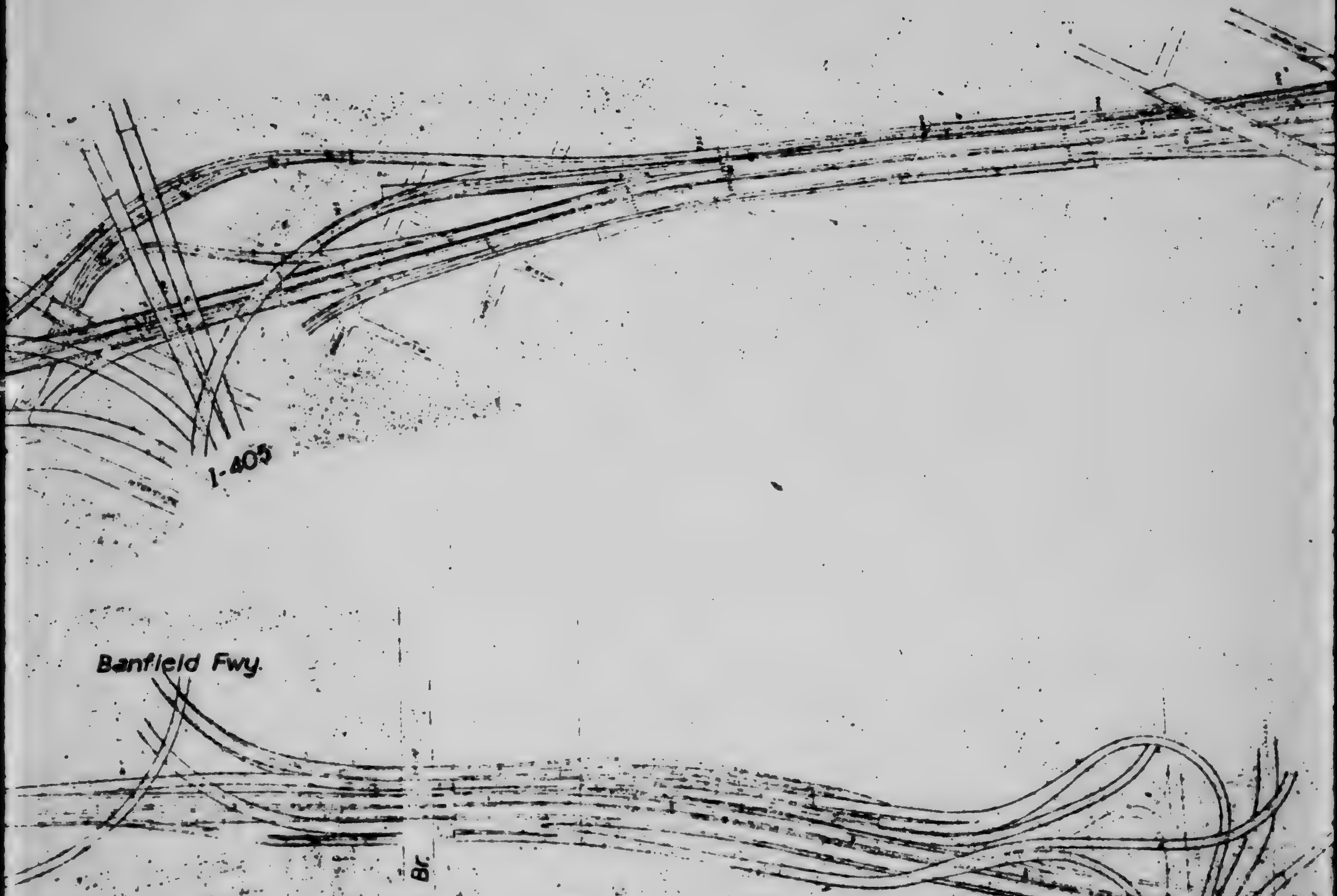

Burnside
1630
(3430)
3700
(1960)
3160
(3680)
2710
(4280)
4100
(3210)
5100
(2910)
Taylor
Salmon
Everett
Glisan
4450
(3200)
3320
(4200)
Interstate
4930
(5320)
5170
(4990)
2500
(2670)
Broadway Bridge
Ave
1700
(800)
3480
(5670)
5370
(3820)
Vancouver Ave
3480
(6370)
Williams Ave
5950
(3850)
Union Ave
NE Russell
Holladay
5410
(3900)
3160
(5620)
NE Broadway
SE Morrison
Stark
Burnside
16th
Sandy

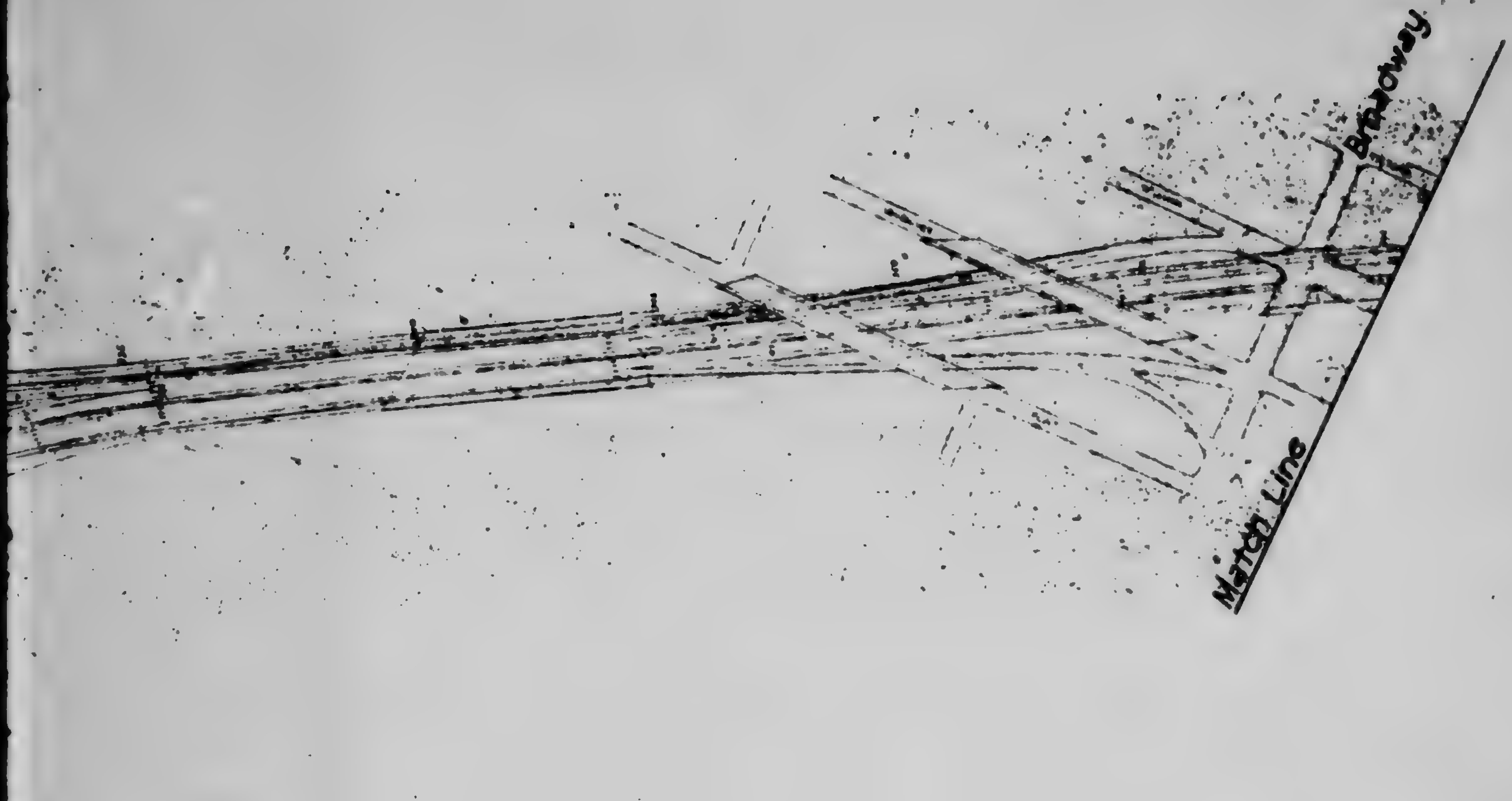
Peak Hour Volumes
Year 2000

XX = AM
(XX) = PM

EXHIBIT 12

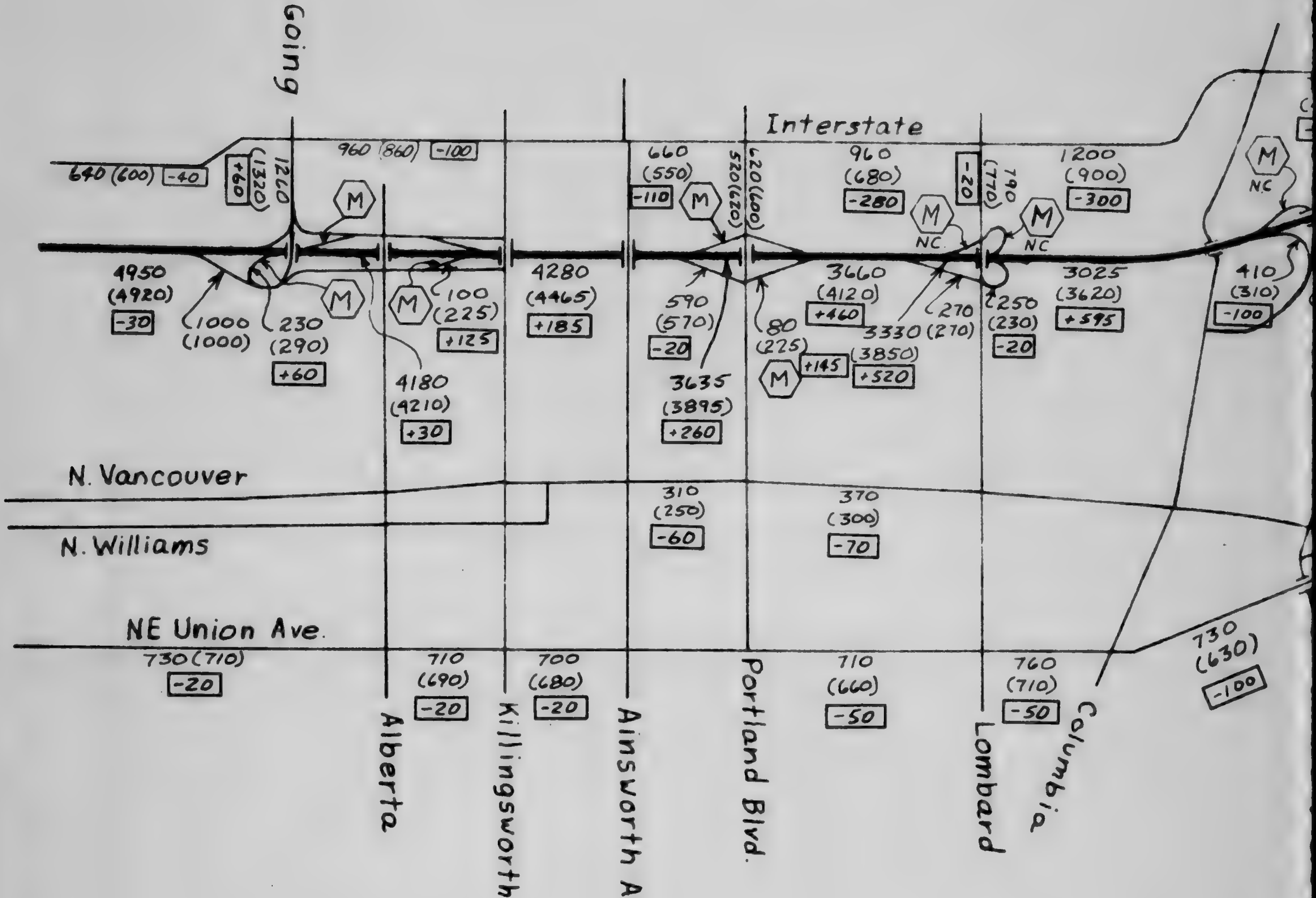

Greeley
Ban
Match Line
Wadley

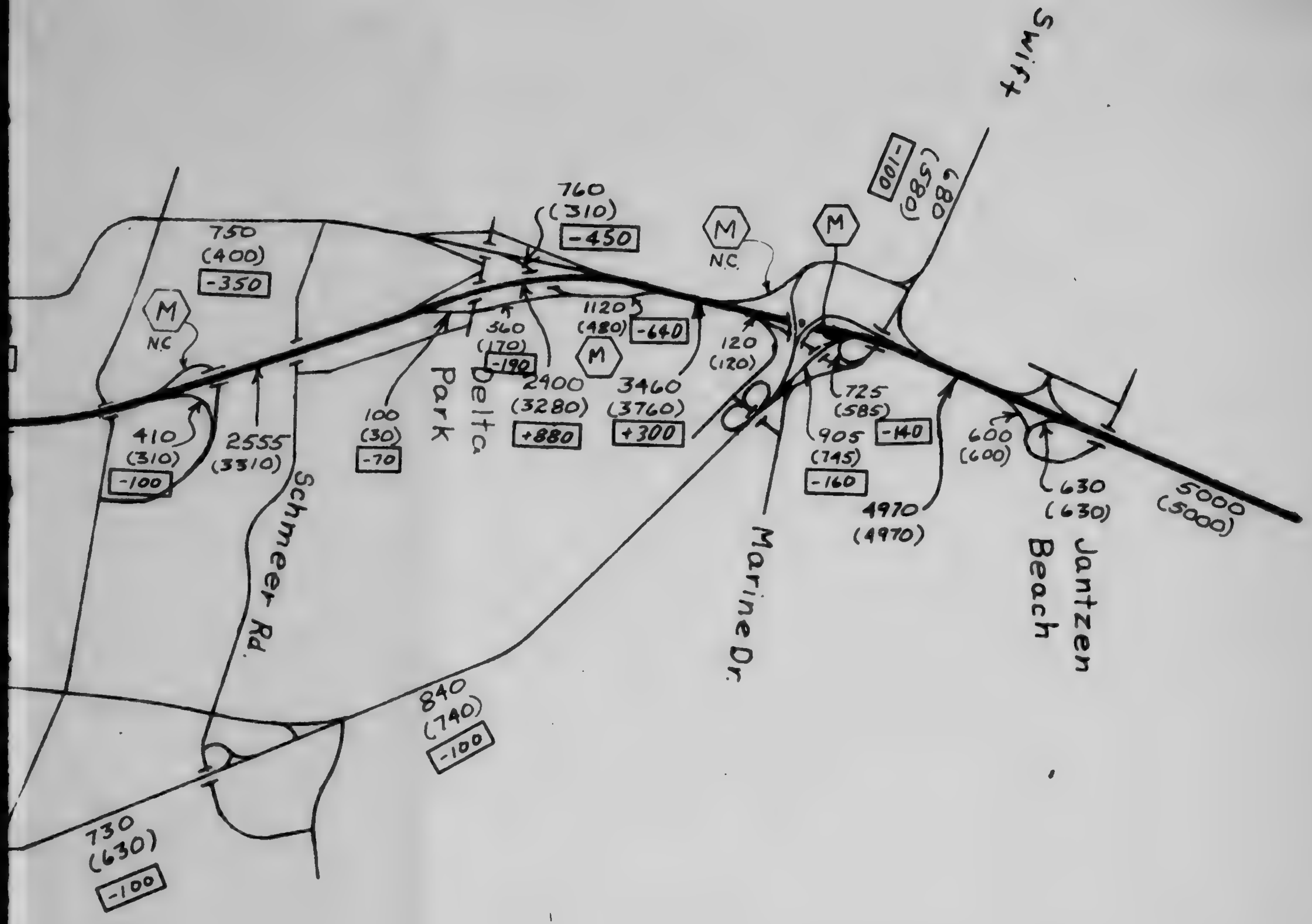

I-405
Banfield Fwy.
Burnside Br.
Morrison Br.


Broadway
Match Line
Morrison Br.

Northbound Collector-Distributor Rd.
Morrison Br. to Fremont Br.

EXHIBIT 13


Going
Interstate
640 (600) -40
1260 (1320) +60
960 (860) -100
660 (550) -110
520 (620)
620 (600)
960 (680) -280
-20
790 (770)
1200 (900) -300
M
M NC
4950 (4920) -30
1000 (1000)
230 (290) +60
100 (225) +125
4180 (4210) +30
4280 (4465) +185
590 (570) -20
3635 (3895) +260
80 (225) +145
3660 (4120) +460
3330 (3850) +520
270 (270)
250 (230) -20
3025 (3620) +595
410 (310) -100
N. Vancouver
N. Williams
310 (250) -60
370 (300) -70
NE Union Ave.
730 (710) -20
710 (690) -20
700 (680) -20
710 (660) -50
760 (710) -50
730 (630) -100
Alberta
Killingsworth
Ainsworth Ave.
Portland Blvd.
Lombard
Columbia


Swift
680
(580)
-100
M
M
N.C.
760
(310)
-450
750
(400)
-350
M
NC
1120
(480)
-640
560
(170)
-190
M
2400
(3280)
+880
3460
(3760)
+300
120
(120)
410
(310)
-100
2555
(3310)
100
(30)
-70
Delta Park
Schmeer Rd.
Marine Dr.
725
(585)
-140
905
(745)
-160
4970
(4970)
600
(600)
630
(630)
5000
(5000)
Jantzen Beach
840
(740)
-100
730
(630)
-100

XXX = Existing Volumes (1978) - P.M. Peak

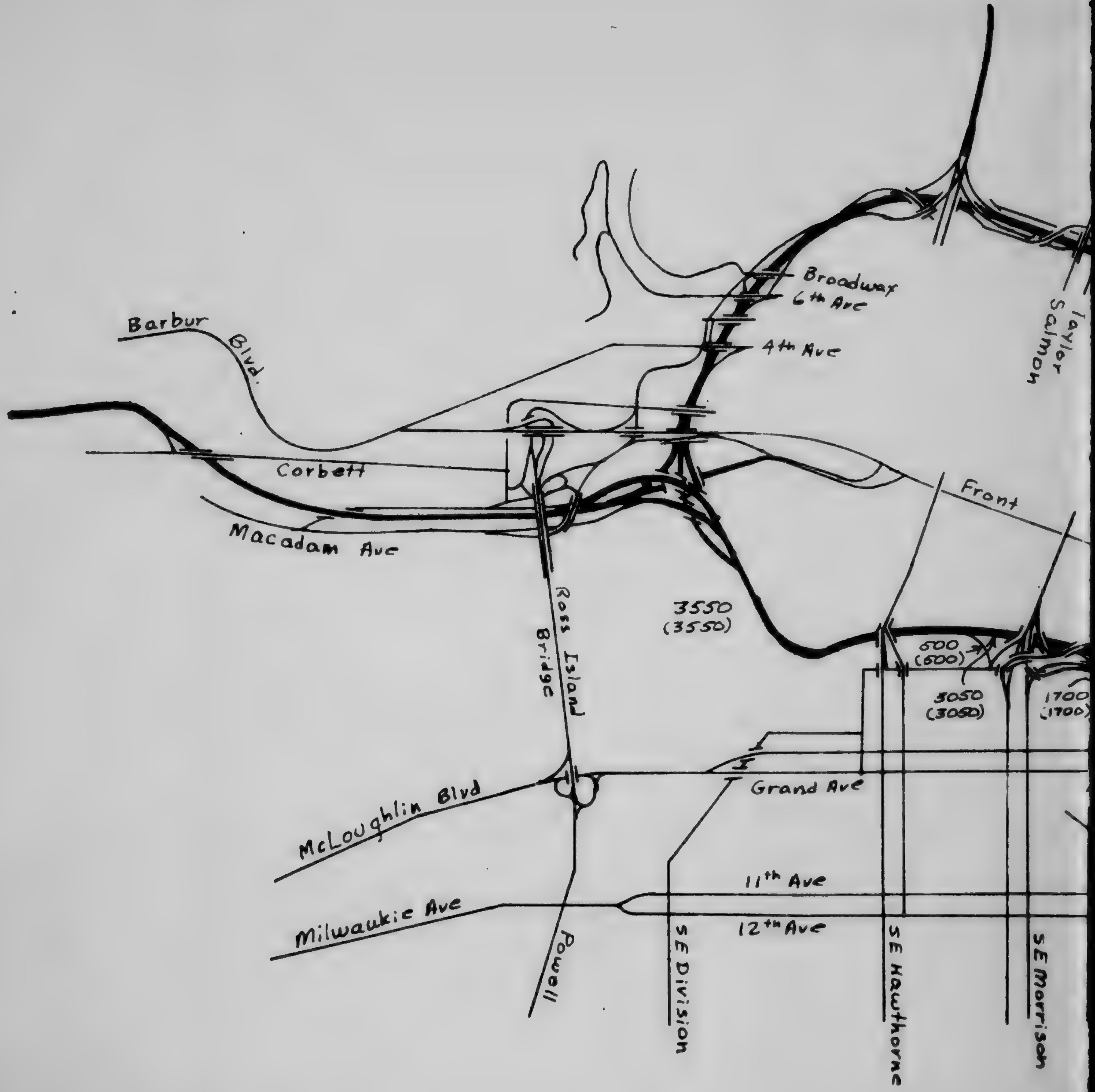
(XXX) = Metered Volumes (1978) - P.M. Peak

Ⓜ = Metered Ramp

[XX] = Volume Change due to Ramp Metering.

N.C. = No Change in Volume due to Ramp Metering

EXHIBIT 14


Broadway
6th Ave
4th Ave
Taylor
Salmon
Barbur Blvd.
Corbett
Front
Macadam Ave
Ross Island Bridge
3550
(3550)
600
(600)
3050
(3050)
1700
(1700)
Grand Ave
McLoughlin Blvd
11th Ave
Milwaukie Ave
12th Ave
Powell
SE Division
SE Hawthorne
SE Morrison

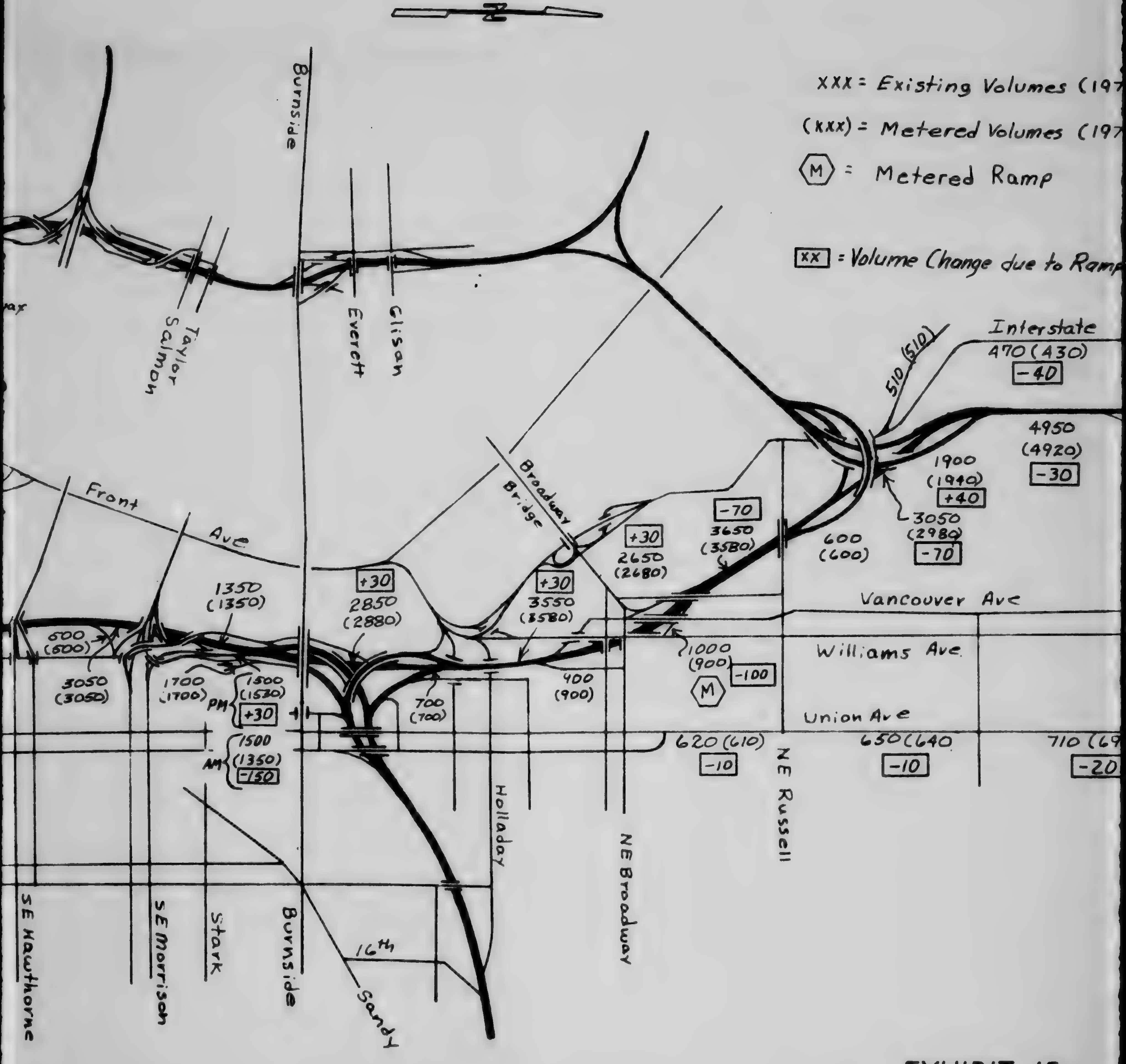

N
XXX = Existing Volumes (197
(XXX) = Metered Volumes (197
M = Metered Ramp
XX = Volume Change due to Ramp
Burnside
Taylor
Salmon
Everett
Glisan
Front Ave
Broadway Bridge
Interstate
470 (430)
-40
510 (510)
4950
(4920)
-30
1900
(1940)
+40
3050
(2980)
-70
600
(600)
-70
3650
(3580)
+30
2650
(2680)
+30
3550
(3580)
+30
2850
(2880)
1350
(1350)
600
(600)
3050
(3050)
1700
(1700)
PM
1500
(1530)
+30
AM
1500
(1350)
-150
700
(700)
400
(900)
1000
(900)
-100
M
Vancouver Ave
Williams Ave
Union Ave
620 (610)
-10
650 (640
-10
710 (69
-20
NE Russell
NE Broadway
Holladay
SE Hawthorne
SE Morrison
Stark
Burnside
16th
Sandy

EXHIBIT 15

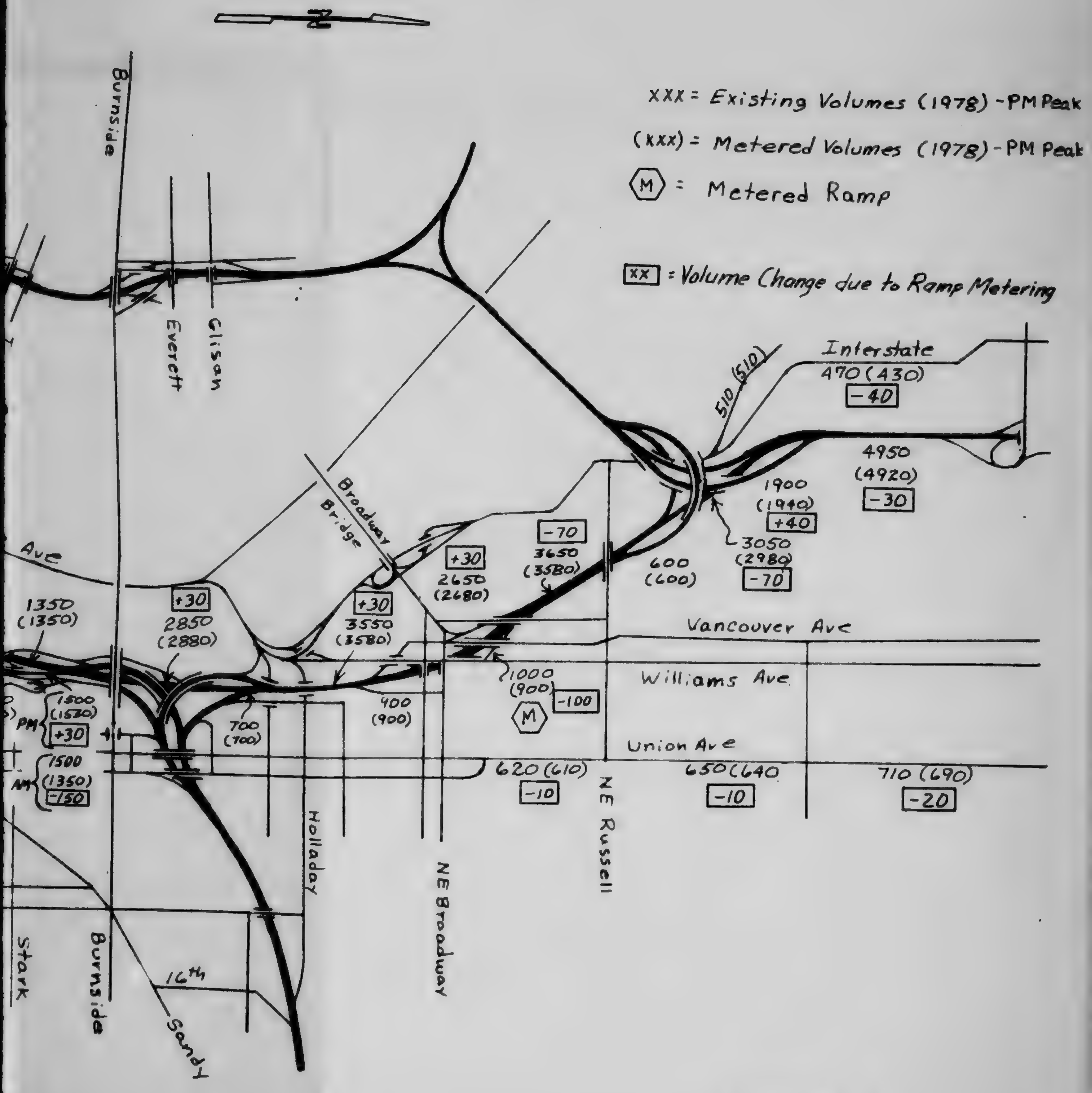
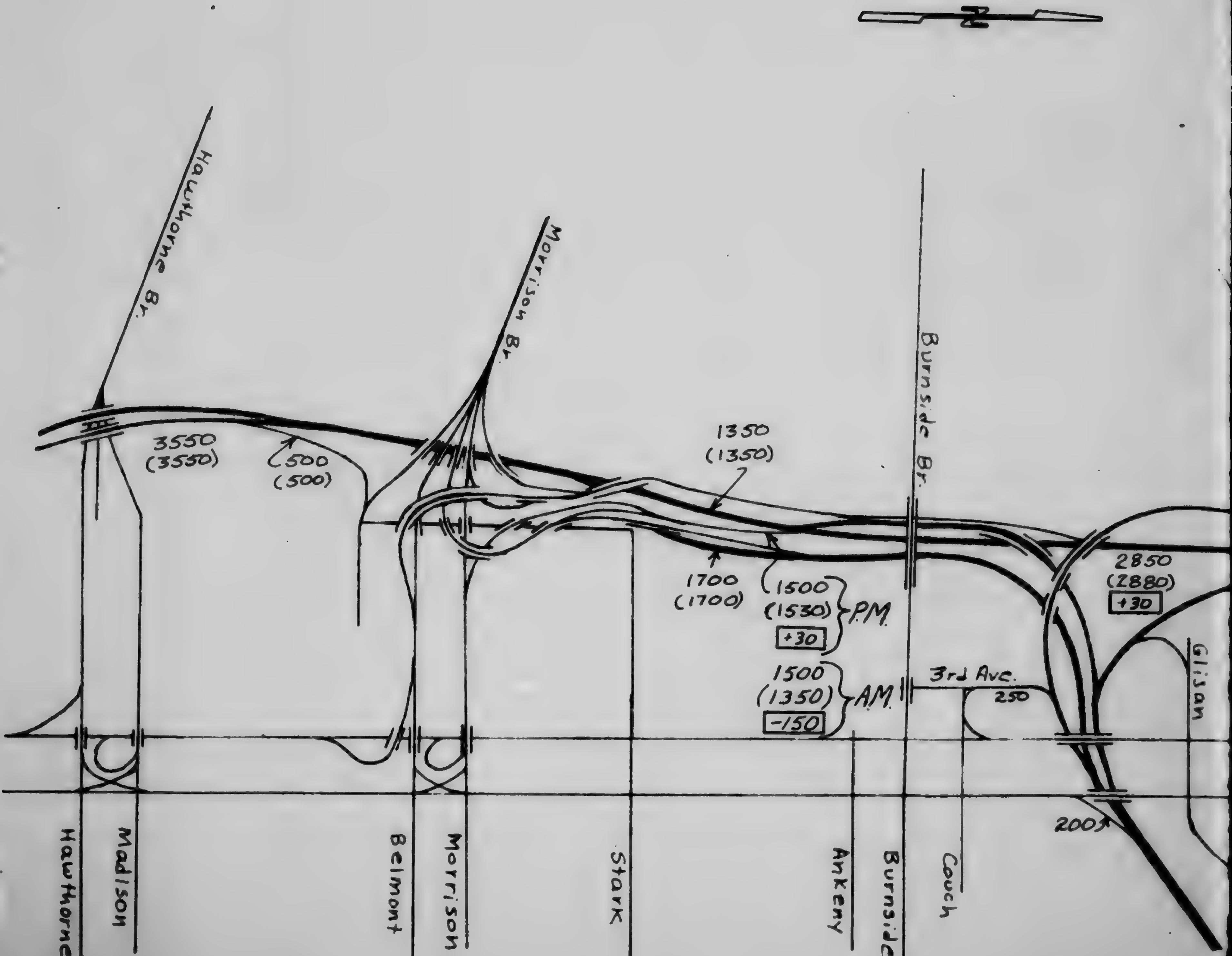
XXX = Existing Volumes (1978) - PM Peak
(XXX) = Metered Volumes (1978) - PM Peak
M = Metered Ramp
XX = Volume Change due to Ramp Metering
Burnside
Everett
Glisan
Interstate
510 (510)
470 (430)
-40
4950
(4920)
-30
1900
(1940)
+40
3050
(2980)
-70
600
(600)
-70
3650
(3580)
+30
2650
(2680)
Broadway Bridge
+30
3550
(3580)
+30
2850
(2880)
Ave
1350
(1350)
PM
1500
(1530)
+30
AM
1500
(1350)
-150
700
(700)
400
(900)
1000
(900)
-100
M
Vancouver Ave
Williams Ave
Union Ave
620 (610)
-10
650 (640)
-10
710 (690)
-20
Holladay
NE Broadway
NE Russell
Stark
Burnside
16th
Sandy

EXHIBIT 15

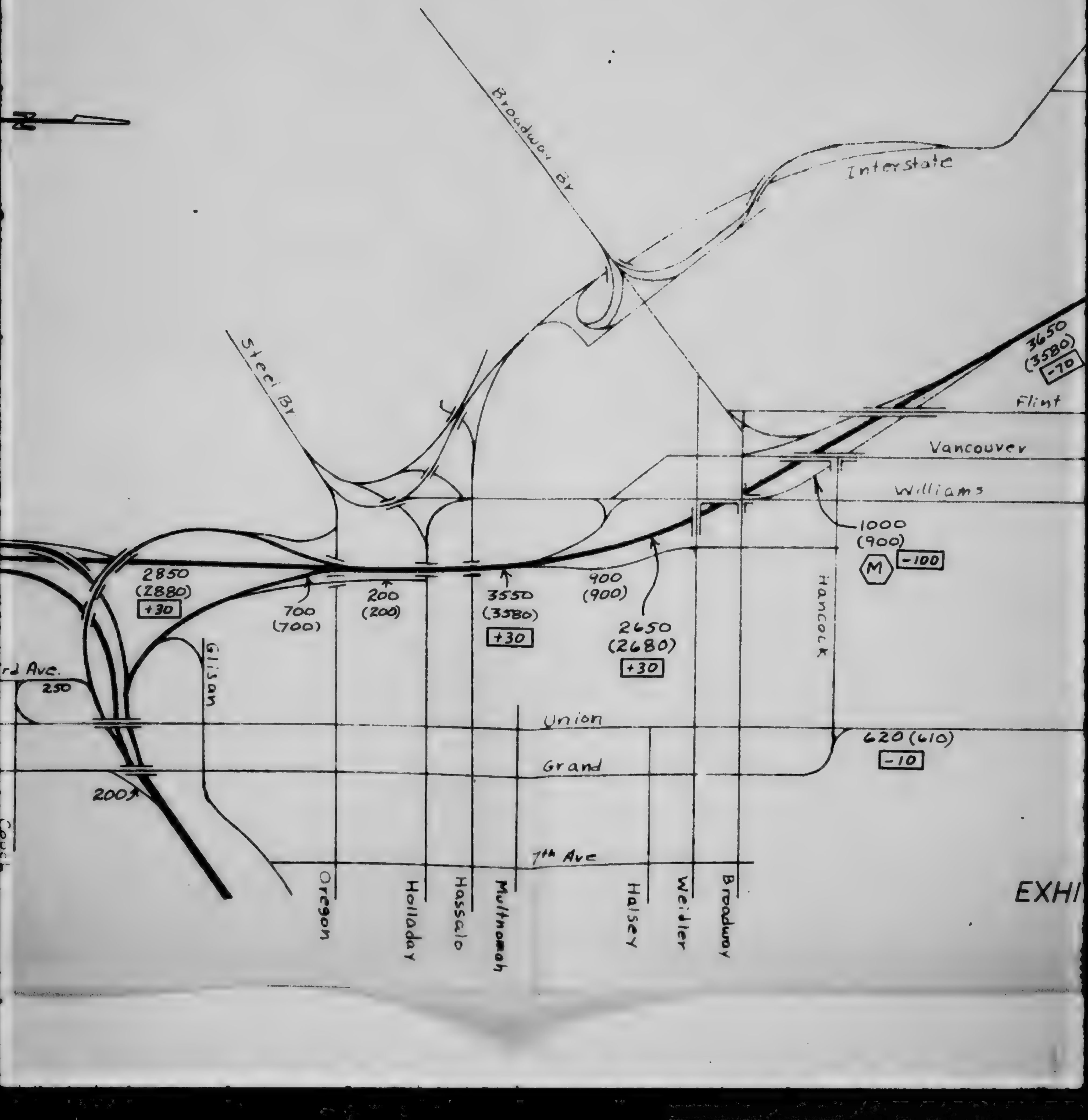

N
Hawthorne Br.
Morrison Br.
Burnside Br.
3550
(3550)
500
(500)
1350
(1350)
1700
(1700)
1500
(1530)
+30
P.M.
1500
(1350)
-150
A.M.
3rd Ave.
250
2850
(2880)
+30
Glisan
200
Hawthorne
Madison
Belmont
Morrison
Stark
Ankeny
Burnside
Couch

xxx = Existing Volumes (1978) - PM Peak

(xxx) = Metered Volumes (1978) - PM Peak

⟨M⟩ = Metered Ramp

☐xx = Volume Change due to Ramp Metering


Broadway Br
Interstate
Steel Br
3650
(3580)
-70
Flint
Vancouver
Williams
1000
(900)
M
-100
Hancock
2850
(2880)
+30
700
(700)
200
(200)
3550
(3580)
+30
900
(900)
2650
(2680)
+30
rd Ave.
250
Glisan
Union
Grand
620 (610)
-10
200
7th Ave
Oregon
Holladay
Hassalo
Multnomah
Halsey
Weidler
Broadway

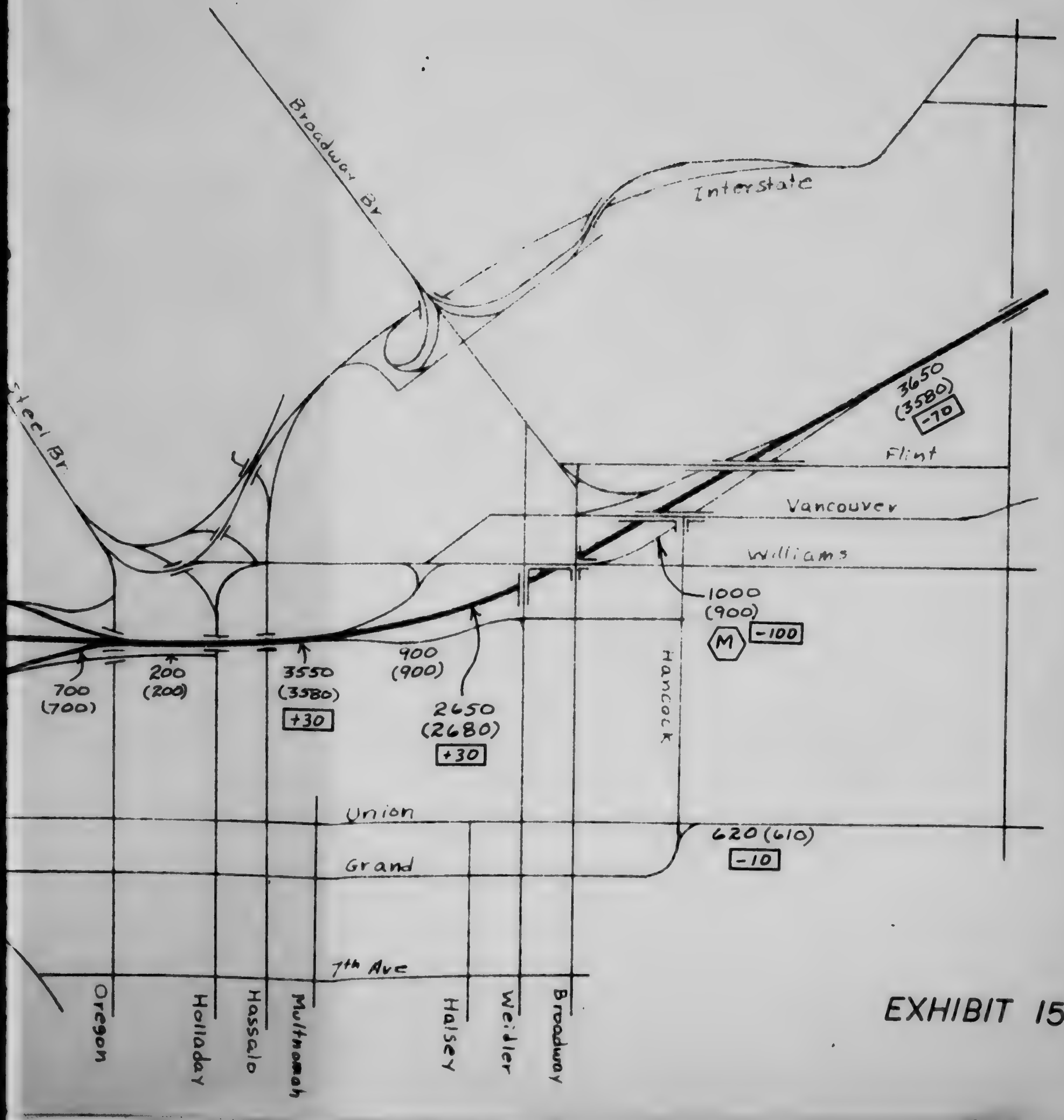
EXHI

xxx = Existing Volumes (1978) - PM Peak

(xxx) = Metered Volumes (1978) - PM Peak

⬡M = Metered Ramp

☐xx = Volume Change due to Ramp Metering



Broadway Br
Steel Br
Interstate
Flint
Vancouver
Williams
Hancock
Union
Grand
7th Ave
Oregon
Holladay
Hassalo
Multnomah
Halsey
Weidler
Broadway
3650
(3580)
-70
1000
(900)
M
-100
700
(700)
200
(200)
3550
(3580)
+30
900
(900)
2650
(2680)
+30
620 (610)
-10

EXHIBIT 15 A

APPENDIX B

APPENDIX B

During the month of November 1978, a post card survey [illegible]s conducted on most all on-ramps to the freeway in the study area. These questionaires were distributed to all motorists using these on-ramps between the hours of 7:30 and 8:00 AM for the inbound travel and between the hours of 4:45 and 5:15 PM for the outbound direction. Because of the time constraint and weather conditions, not all on-ramps were surveyed. Those ramps not surveyed were the less important, low volume locations with the exception of the Sandy Boulevard on-ramp to the Banfield Freeway. This ramp was not surveyed because of the high volume and hazards that would be placed on the interviewers and motorists.

The purpose of this survey was to collect information on who is using the freeway. Analysis of this data provides information on travel patterns of motorists using the freeway. Information of where they enter and exit the freeway in relationship to their origin and destination provided the needed data in analyzing the effects of ramp metering on the users of the facility. Analysis of the changed travel time due to ramp controls results in the travel pattern which could be expected with controls.

Survey cards were distributed to 4,550 motorists during the survey period. Of the 4,550 cards distributed, 30 percent or 1,368 cards were returned. Out of the 1,368 cards returned, 93 percent or 1,272 cards were found usable. The nearly 100 cards returned that were not coded were found to be incomplete in the information provided. Twenty-eight percent return on a mail-back type survey is considered excellent return.

The post cards were labelled so the ramp location where they were distributed could be identified by the coder. A sample of the survey cards are shown on the following pages.

I-5 NB @ Delta

PLEASE ANSWER THE FOLLOWING QUESTIONS AND MAIL THIS SELF-ADDRESSED PREPAID POSTCARD.

This information is needed to determine the best means of improving freeway conditions.

Where was your vehicle last parked? 6Th and Oregon (nearby major intersection) 8

Where did you EXIT the freeway system? Lombard (off-ramp) I-5 (freeway) 1

Where did your trip end? 134th st and 20th Ave (nearby major intersection), Vancouver (city)

Number of persons in your vehicle? 1 (include driver)

COMMENTS: I generally leave Freeway I-5 at portland Ave, going down interstate 93 To avoid Freeway Pileup.

THANK YOU

I-5 NB @ Delta

PLEASE ANSWER THE FOLLOWING QUESTIONS AND MAIL THIS SELF-ADDRESSED PREPAID POSTCARD.

This information is needed to determine the best means of improving freeway conditions.

Where was your vehicle last parked? 9TH and Holliday (nearby major intersection), Port. OR.

Where did you EXIT the freeway system? ~~Swan Island~~ Lombard-W (off-ramp) / I-5 (freeway)

Where did your trip end? 4th Plain Exit and I-5 (nearby major intersection) / VANC. (city)

Number of persons in your vehicle? 2 (include driver)

COMMENTS: Traffic is usually back up to Lomb. X. we exit there and get back on north of Delta Park.

THANK YOU

Sometimes we use Swan Island Exit.

I-5 NB @ Delta

PLEASE ANSWER THE FOLLOWING QUESTIONS AND MAIL THIS SELF-ADDRESSED PREPAID POSTCARD.

This information is needed to determine the best means of improving freeway conditions.

Where was your vehicle last parked? PORTLAND INT'L AIRPORT and (nearby major intersection)

Where did you EXIT the freeway system? FOURTH PLAIN (off-ramp) / I-5 (freeway)

Where did your trip end? FOURTH PLAIN and GRAND BLVD (nearby major intersection) / VANCOUVER, WA (city)

Number of persons in your vehicle? 1 (include driver)

COMMENTS: I COMMONLY USE DELTA PARK ON RAMP WHEN TRAVELLING FROM THE AIRPORT TO VANCOUVER IN RUSH HOUR TRAFFIC AS ENTERING THE FREEWAY VIA MARINE DR OR UNION AVE IS TOO CONGESTED

THANK YOU

I-5 NB @ Delta

PLEASE ANSWER THE FOLLOWING QUESTIONS AND MAIL THIS SELF-ADDRESSED PREPAID POSTCARD.

This information is needed to determine the best means of improving freeway conditions.

Where was your vehicle last parked? 65TH and HALSEY (nearby major intersection) 9

Where did you EXIT the freeway system? (off-ramp) / (freeway)

Where did your trip end? 4TH PLAIN and DANIELS (nearby major intersection) / VANCOUVER (city) 1

Number of persons in your vehicle? 1 (include driver)

COMMENTS: DUE TO EXCESS CONGESTION NO LONGER USE FREEWAY NIGHTS. USE CITY STREETS TO DELTA PARK. MUCH FASTER.

THANK YOU

9.1

I-5 NB @ Denver

PLEASE ANSWER THE FOLLOWING QUESTIONS AND MAIL THIS SELF-ADDRESSED PREPAID POSTCARD.

This information is needed to determine the best means of improving freeway conditions.

Where was your vehicle last parked? ________ and ________ (nearby major intersection) 8

Where did you EXIT the freeway system? ________ / ________ (off-ramp) (freeway) 5000

Where did your trip end? ________ and ________ / ________ (nearby major intersection) (city) 1

Number of persons in your vehicle? one (include driver) 1

COMMENTS: I live in Vancouver and work in Lloyd Center - sometime 90 freeway - sometimes Union - ~~sometimes~~ Interstate 9 1

THANK YOU

I-5 NB @ Denver

PLEASE ANSWER THE FOLLOWING QUESTIONS AND MAIL THIS SELF-ADDRESSED PREPAID POSTCARD.

This information is needed to determine the best means of improving freeway conditions.

Where was your vehicle last parked? E. Washington and 102nd (nearby major intersection) 10

Where did you EXIT the freeway system? Washington / Banfield (off-ramp) (freeway) 5000

Where did your trip end? Washington and 112th / Portland (nearby major intersection) (city) 1

Number of persons in your vehicle? 3 (include driver) 3

COMMENTS: We enter the freeway going back to WA State on Columbia 9 1

THANK YOU

I-5 NB @ Denver

PLEASE ANSWER THE FOLLOWING QUESTIONS AND MAIL THIS SELF-ADDRESSED PREPAID POSTCARD.

This information is needed to determine the best means of improving freeway conditions.

Where was your vehicle last parked? 10th and Salmon-PTLD (nearby major intersection)

Where did you EXIT the freeway system? PHD BLVD / I-5 (off-ramp) (freeway) 506

Where did your trip end? 4th Plain and 109th Ave / Vancouver (nearby major intersection) (city) 2

Number of persons in your vehicle? one (include driver) 1

COMMENTS: I use Interstate Ave because I-5 is to crowded & moves to slowly 9

THANK YOU

I-5 NB @ Denver

PLEASE ANSWER THE FOLLOWING QUESTIONS AND MAIL THIS SELF-ADDRESSED PREPAID POSTCARD.

This information is needed to determine the best means of improving freeway conditions.

Where was your vehicle last parked? FIRST S.W.? and MARKET (nearby major intersection) 2

Where did you EXIT the freeway system? N.E. 78th HAZEL DELL / I5 (off-ramp) (freeway) 56

Where did your trip end? NE. 109th and HAZEL DELL AVE / HAZEL DELL (nearby major intersection) (city)

Number of persons in your vehicle? 2 (include driver) 2

GOING NORTH

COMMENTS: WE TRAVEL VIA 4th AVE, STEEL BRIDGE, INTERSTATE AVE, I5 C 1

THANK YOU

I-5 NB @ Union

PLEASE ANSWER THE FOLLOWING QUESTIONS AND MAIL THIS SELF-ADDRESSED PREPAID POSTCARD.

This information is needed to determine the best means of improving freeway conditions.

P2

Where was your vehicle last parked? Vancouver and Hazel Dell Ave 9
(nearby major intersection)

Where did you EXIT the freeway system? Morrison Br I 5 South 5000
(off-ramp) (freeway)

Where did your trip end? 20th and E Burnside / Portland 1
(nearby major intersection) (city)

Number of persons in your vehicle? 1
(include driver)

COMMENTS: I take Union ave Home. More Control should be exercised at Marine Dr. + freeway entrance + Union. The recent lane marking have helped. 4

THANK YOU

I-5 NB @ Union

PLEASE ANSWER THE FOLLOWING QUESTIONS AND MAIL THIS SELF-ADDRESSED PREPAID POSTCARD.

This information is needed to determine the best means of improving freeway conditions.

Where was your vehicle last parked? I-590 N and N.E. 238th 11
(nearby major intersection)

Where did you EXIT the freeway system? DID NOT 5000
(off-ramp) (freeway)

Where did your trip end? N.E. 123rd and N.E. 8th St / VANCOUVER, WA 1
(nearby major intersection) (city)

Number of persons in your vehicle? 1
(include driver)

COMMENTS: I USUALLY COME FROM N.W. PORTLAND EXIT AT PORTLAND BLVD, ROUND ABOUT THROUGH DELTA PARK & ONTO I-5 NORTH. SOMETHING NEEDS TO BE DONE WITH BOTTLENECK

THANK YOU

I-5 NB @ Swift

PLEASE ANSWER THE FOLLOWING QUESTIONS AND MAIL THIS SELF-ADDRESSED PREPAID POSTCARD.

This information is needed to determine the best means of improving freeway conditions.

Where was your vehicle last parked? 35th and Veon 17
(nearby major intersection)

Where did you EXIT the freeway system? Fremont Br I-5 5000
(off-ramp) (freeway)

Where did your trip end? 4th Plaine and Andresen / Vancouver 2
(nearby major intersection) (city)

Number of persons in your vehicle? 1
(include driver)

COMMENTS: Entered freeway at Marine Drive which can be a real pain at Times. 9

THANK YOU

I-5 NB @ Swift

PLEASE ANSWER THE FOLLOWING QUESTIONS AND MAIL THIS SELF-ADDRESSED PREPAID POSTCARD.

This information is needed to determine the best means of improving freeway conditions.

Where was your vehicle last parked? 185th and SUNSET HWY 6
(nearby major intersection)

Where did you EXIT the freeway system? 33rd ST 41st OFF I-5 5000
(off-ramp) (freeway)

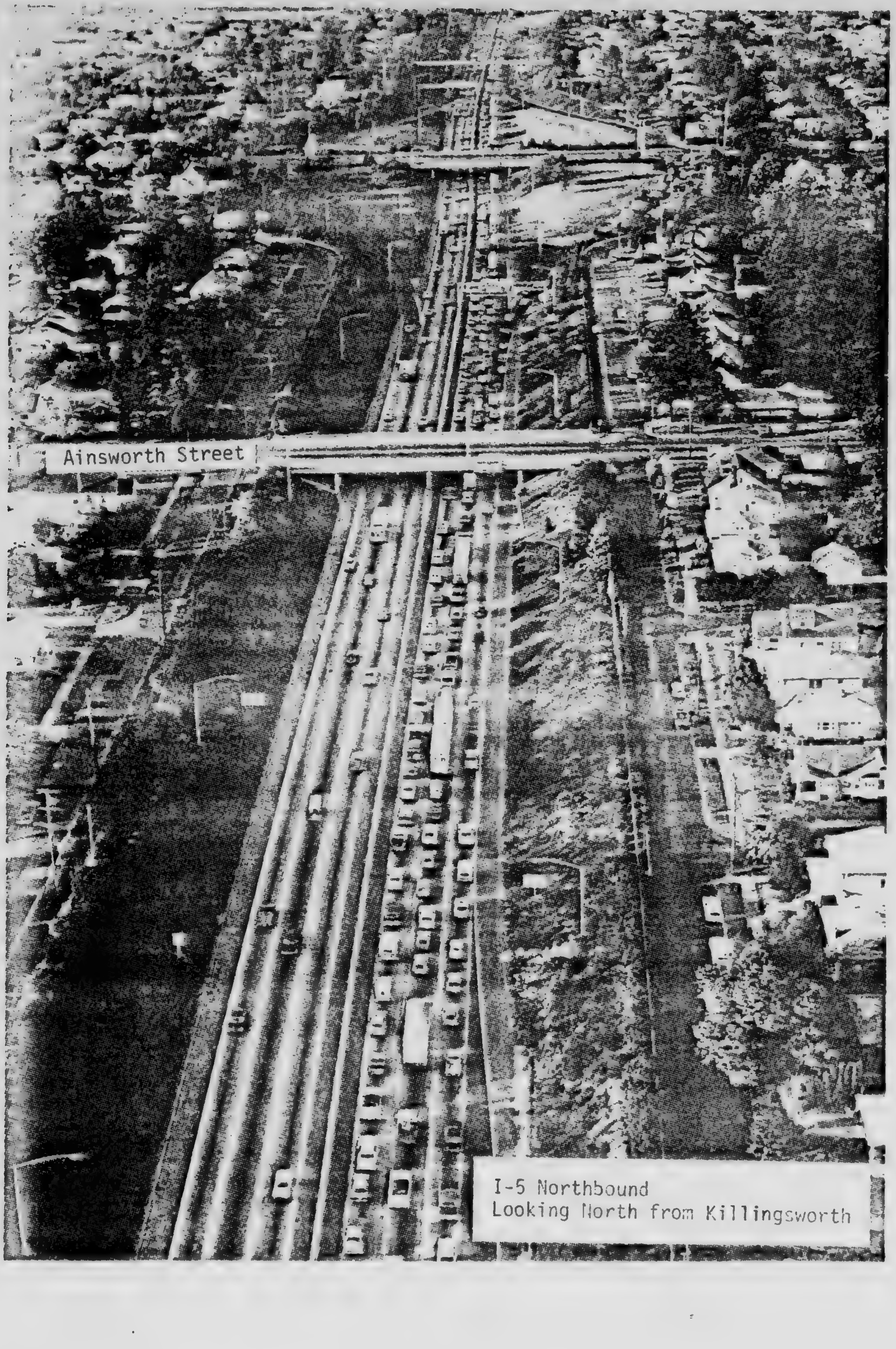
Where did your trip end? LINCOLN and BERNIE DR. / VANC. 1
(nearby major intersection) (city)

Number of persons in your vehicle? ONE 9
(include driver)

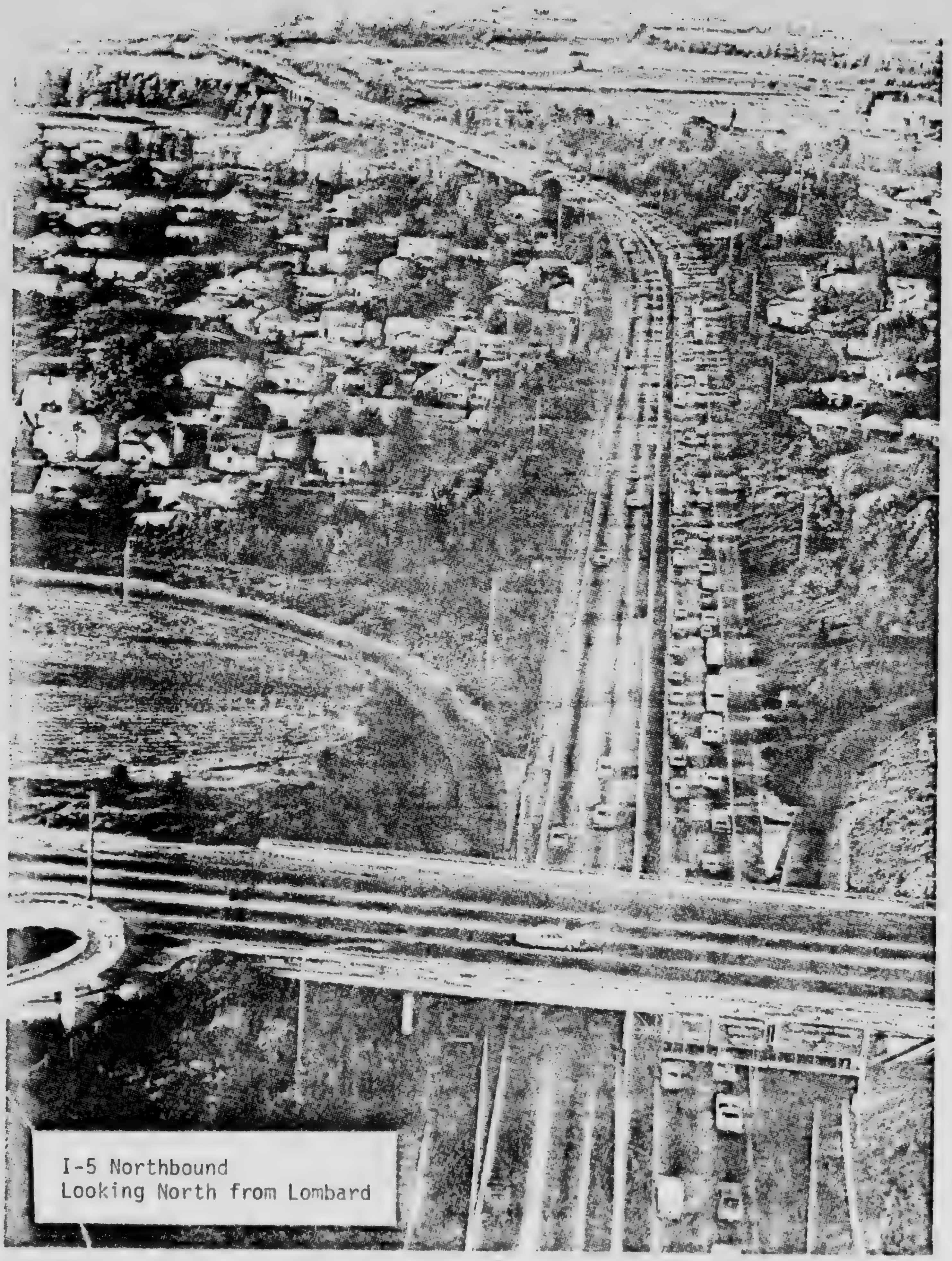
COMMENTS: I USE SAINT JOHNS BRIDGE WHEN TRAFFIC REPORTS ON THE RADIO IS BAD ON I-5 NORTH OTHERWISE I TAKE FREEMONT BRIDGE NORTH & IF TRAFFIC [illegible] HEAVY I EXIT ON KILLINGSWORTH AND GO NORTH ON 99 TO EITHER COLUMBIA BLVD. OR MARINE DR.

THANK YOU

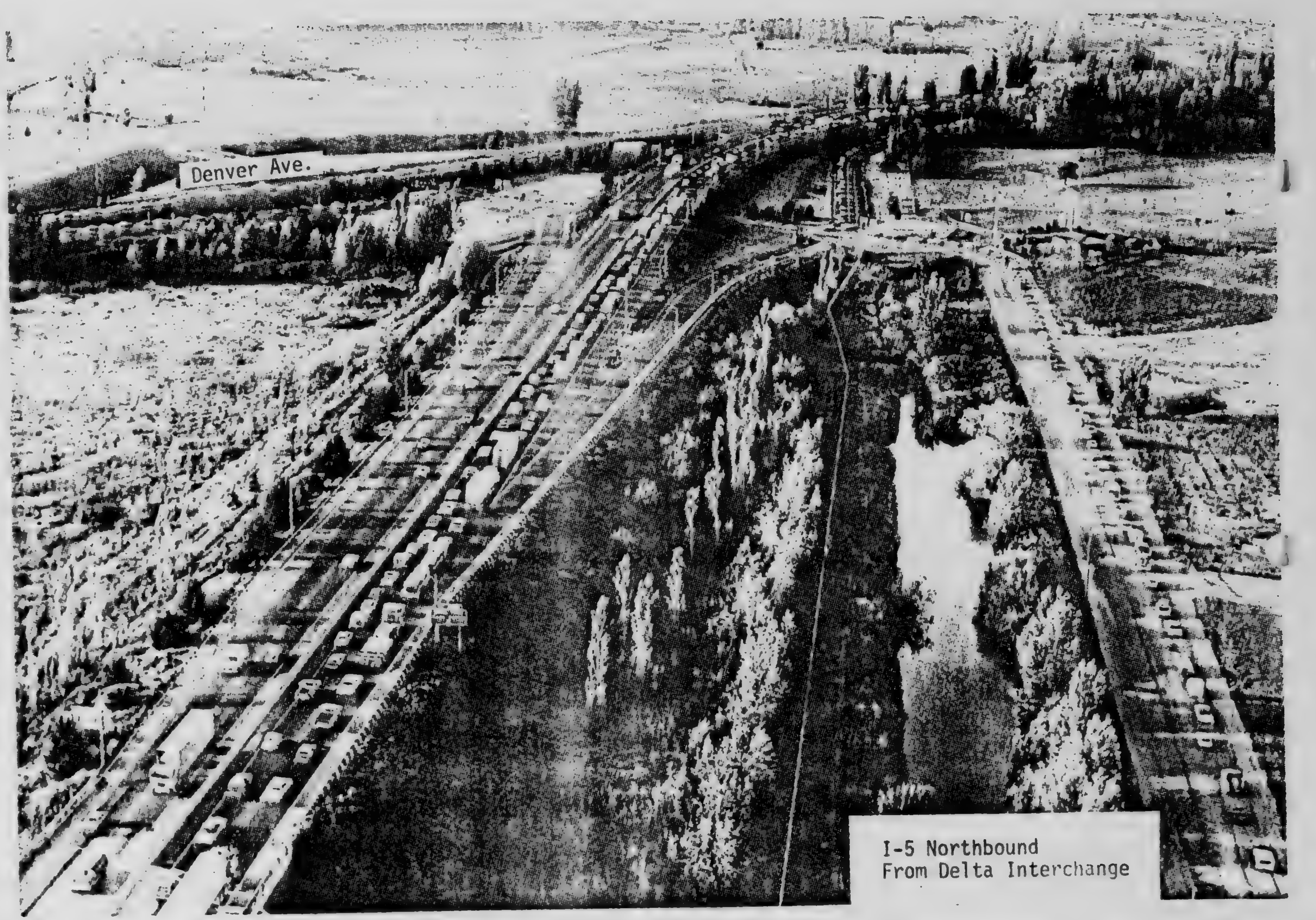
1978


Ainsworth Street

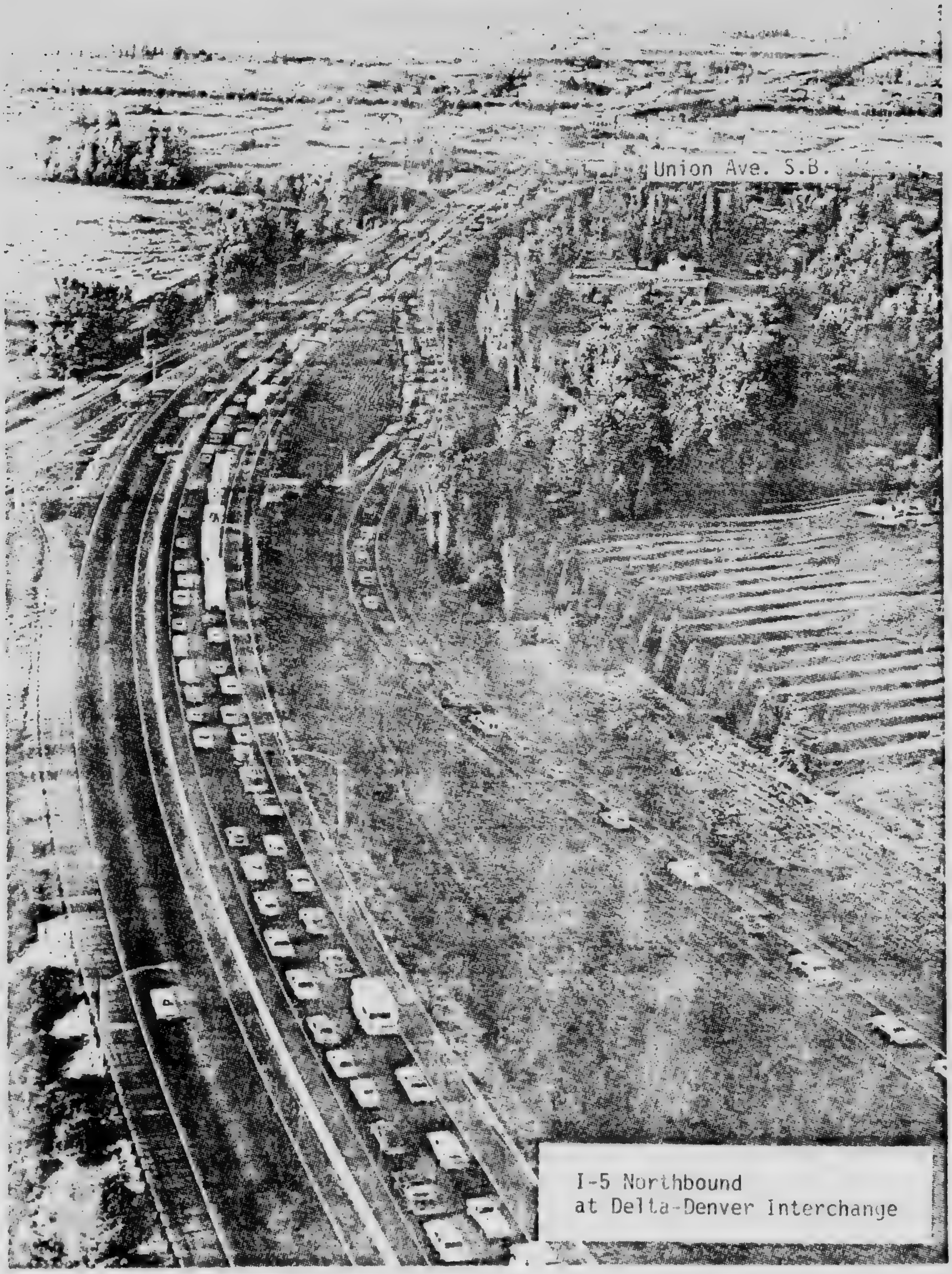
I-5 Northbound
Looking North from Killingsworth



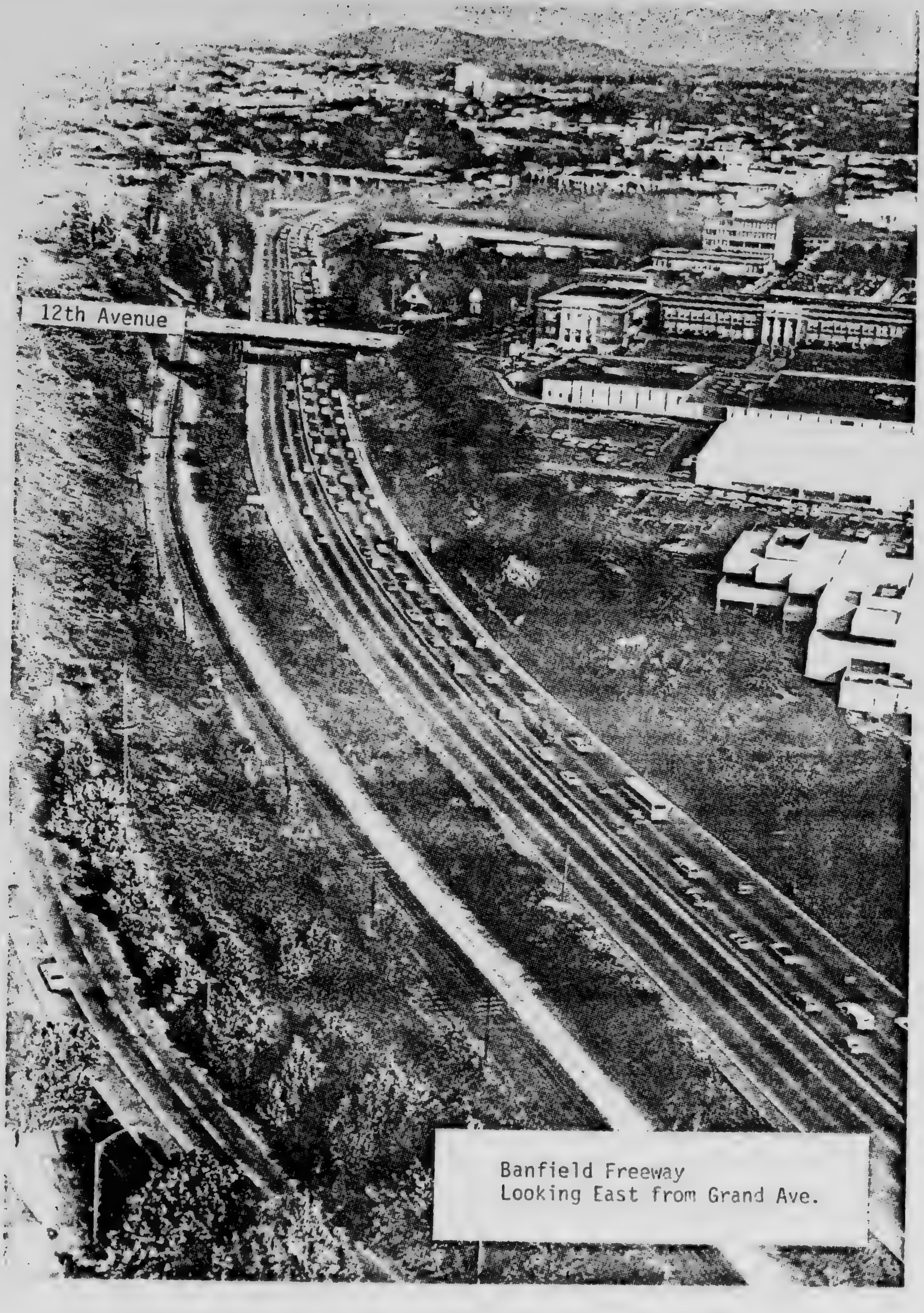
I-5 Northbound
Looking North from Lombard



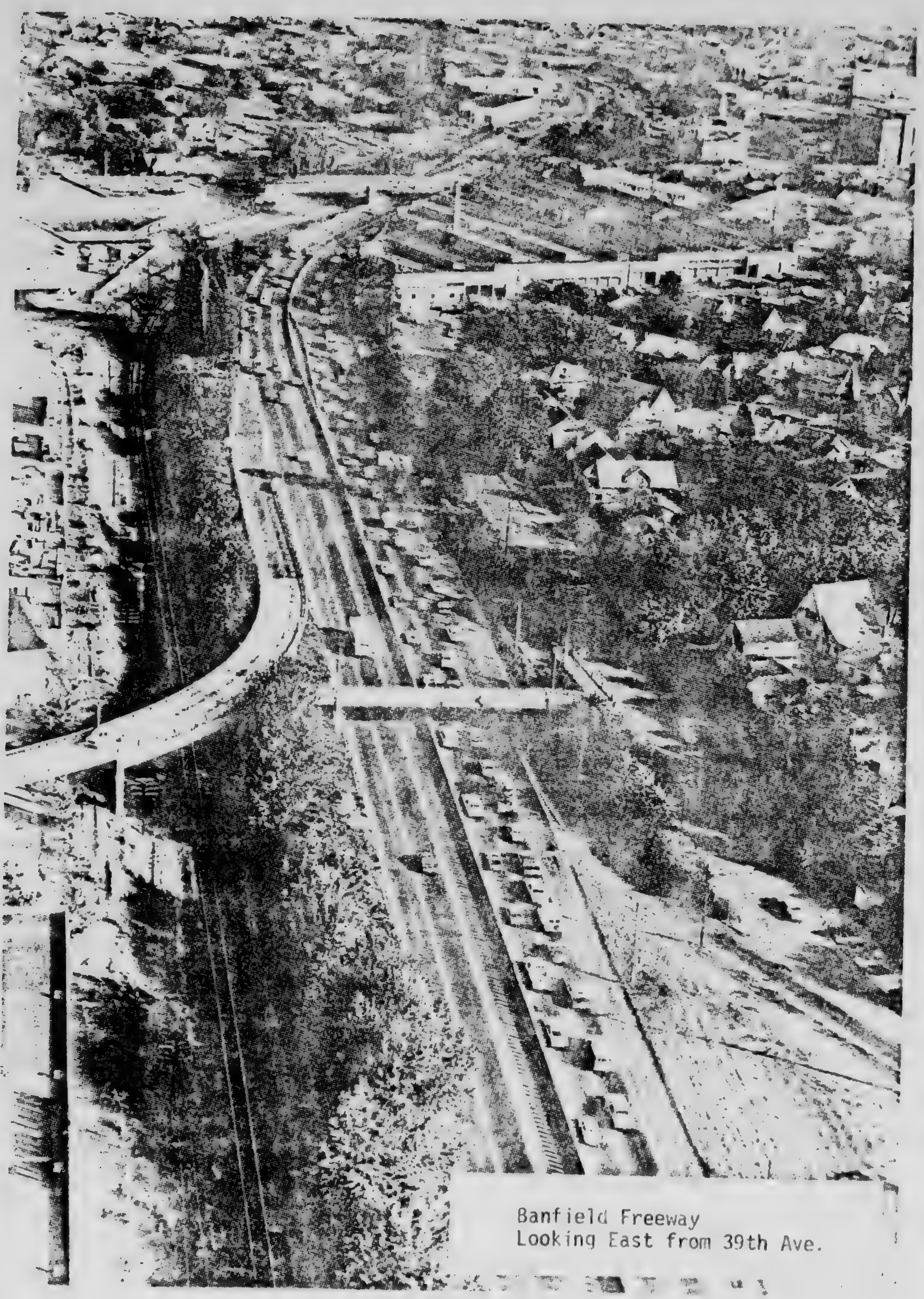
I-5 Northbound
From Delta Interchange


Union Ave. S.B.

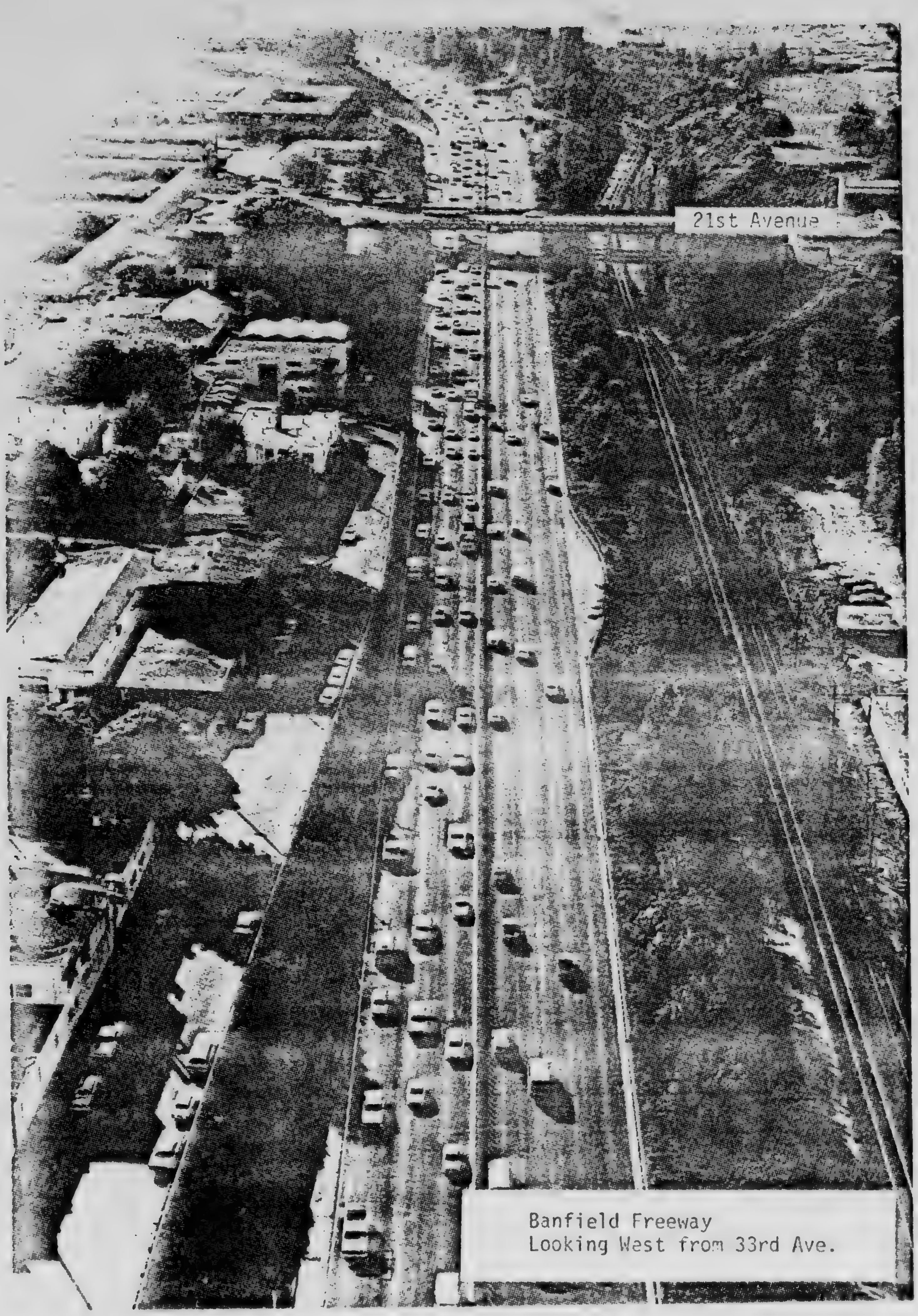
I-5 Northbound
at Delta-Denver Interchange


12th Avenue

Banfield Freeway
Looking East from Grand Ave.



Banfield Freeway
Looking East from 39th Ave.


21st Avenue

Banfield Freeway
Looking West from 33rd Ave.

9-124

5

1E

DATE: May 30, 1979

TO: Oregon Transportation Commission

FROM:
F. B. Klaboe, Director
Department of Transportation

In June of 1976 you approved an urban system project requested by the City of Portland and CRAG for a new connection from Greeley Avenue to Interstate 5 in the vicinity of the Fremont Bridge.

The purpose of the project is to develop a more direct and improved access to the Swan Island area. The vitality of the Swan Island area is very important to the region and good access to the interstate system is an important element in maintaining this vitality.

The operational characteristics of Interstate 5 between the Marquam Bridge and the Columbia River Bridge have been a concern and it has been considered important to study this section of Interstate 5 and its performance with the introduction of the Greeley connection.

Attached is a copy of the freeway study entitled, "I-5, North Freeway Improvement and Management Program". The study was done by our Metropolitan Branch and contains, on page 48, a listing of recommended improvements to the freeway. Mr. Bothman will acquaint you with this study in a presentation at the June 19 Commission meeting.

Federal approval of the Greeley Ramp project is contingent upon your commitment to undertake the kind of transportation system management (TSM) program outlined in the study. Attached is a copy of a statement by Brock Adams concerning the federal position on these projects. Consequently, we are asking that you approve the concept outlined in the study subject to such modification and adjustment as more detailed design work may support and that you commit to adding the projects in this TSM program to the Six-Year Program at its next update. It is understood that your approval is predicated on: (1) Approval by the FHWA for funding the project or projects under the interstate program; and (2) Availability of sufficient interstate funds to do the work.

LWR:jh

bc: H. S. Coulter
    L. W. Rulien
    R. N. Bothman
    D. H. Moehring
    George Bell
    C. W. Head
    E. L. Hardt

9729

X (1E)

STATE OF OREGON
ODOT METRO
DEPT.
238-8226
TELEPHONE

INTEROFFICE MEMO

TO: F. B. Klaboe
Director

DATE: April 26, 1979

FROM: R. N. Bothman R.N. Bothman
Administrator

SUBJECT: I-5 North Freeway Improvement and Management Program

copy 2 2 5
con 1
9380

The attached program was developed in response to your letter to Glen Green of June 26, 1978, which laid out a transportation systems management program for the Interstate Bridge-Marquam Bridge section of I-5 in Portland. The basic purpose of the project is to provide the necessary management of the I-5 North freeway to accommodate the Greeley/I-5 ramp, which in turn provides the required access to allow the Swan Island area development to proceed.

In response to your letter, Glen Green did approve the program, allowing the Greeley/I-5 Final Environmental Impact Statement to proceed to completion, however, advised that "the FEIS and subsequent granting of additional access to I-5 will be based on two factors: (1) an acceptable FEIS and (2) the progress and degree of commitment that has been attained in developing improvements to the I-5 corridor.

The FEIS was transmitted (after three tries) to FHWA March 6.

The attached program was completed this week and is transmitted for your review and consideration.

The program includes a summary (the first several pages) followed by the technical report. The program summary is written so that it can be removed from the report and used for transmittal to our Commission or whatever necessary to gain support for the program. Technical review would require the total report. Full understanding of the program would undoubtedly require a briefing of the traffic analysis work, which is the backbone of the report. The actual "planning" design work accomplished has been done by the Salem Design Section.

Recent discussions with Ernie Valach indicate some type of commitment to such a program will be required in order that FHWA can act upon the Greeley/I-5 FEIS. An acceptable commitment would be adoption of the recommendations of the report and commitment by the Commission to proceed with the report recommendations.

I believe the project summary is self-explanatory. The program did evaluate the current levels of service, bottlenecks, and operation on the freeway and the design options to correct those bottlenecks. With the bottlenecks corrected, a ramp metering proposal was designed to operate the freeway at a D to E level of service.

The D to E level of service (speeds ranging during the peak hour from 30 to 40 mph) provides the maximum movement of traffic on the freeway. Higher speeds would reduce the movement; lower speeds would reduce the movement. Higher speeds would provide a higher level of service, but would not increase the movement of traffic through the corridor.

The program is ambitious and costly but does accomplish the balancing and the removal of bottlenecks between the Marquam Bridge and the I-5 Bridge. With the constraint to the auto being imposed by the current transportation plan for Portland, the management of this section of freeway by ramp metering is mandatory.

The report does indicate that, with or without the Greeley ramp project, we have a problem. The Greeley ramp project can be accommodated within the improvement and management program proposed.

I would appreciate your review of the program proposed, recommendation of whatever briefing necessary, and transmittal to the Transportation Commission for their adoption at the May Commission meeting.

RNB:ke

Attachments

cc: Glen Green

RECEIVED
DOT DIRECTOR
APR 27 '79
REFER TO
FOR

9121

5

Department of Transportation
METROPOLITAN BRANCH
5821 N.E. GLISAN, PORTLAND, OREGON 97213

March 30, 1979 Telephone 238-8226

AUBREY DAVIS
Secretarial Representative
U.S. Department of Transportation
3112 Federal Building
915 Second Avenue
Seattle, WA 98174

[illegible]

Subsequent to our discussion on the Greeley I-5 ramp project and the I-5 TSM project in Portland, the Division Office of FHWA did respond to the attached preliminary draft I-5 TSM report (without appendix).

I was presented with a list of concerns - generally, that the report did not adequately differentiate between the short-term proposals and operational characteristics and the long-term (year 2000) proposals and operational characteristics of I-5. As requested, I have made the attached draft available to the Region Office, FHWA for their review and will meet with both the Region and Division Offices on April 3rd for an additional review.

I plan to attempt to respond to their requirements and complete and submit the TSM report to FHWA next week.

The Final Environmental Impact Statement for the Greeley ramp project will also be presented to FHWA in its final form next week.

I will keep you posted as to when the reports are transmitted from the Division Office to the Region Office to the Washington Office.

R N Bothman

R. N. Bothman
Metropolitan Administrator

RNB:ke

Attachment

cc: F. B. Klaboe

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DOT DIRECTOR
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FOR
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Form 734-3122

7119 5

STATE OF OREGON **INTEROFFICE MEMO**

ODOT METRO 238-8226
DEPT. TELEPHONE

TO: The File **DATE:** March 28, 1979

FROM: R. N. Bothman Bothman
Administrator

SUBJECT: Greeley/I-5 Ramp

Briefed Aubrey Davis, USDOT, on the progress of the Greeley ramp project and the I-5 TSM project.

Mr. Davis advised he had met with the Mayor who expressed considerable concern with delay on the part of FHWA in moving the project.

I advised Mr. Davis of the status of the FEIS; that it should be submitted to FHWA this week. I advised him the FEIS had been transmitted to FHWA twice and that minor revisions had been requested and that those should be completed and the FEIS acceptable with the third ODOT transmittal.

I advised that the TSM project draft report had been reviewed, comments received, that a second draft had been completed and hand delivered to FHWA on Monday of this week, and that ODOT planned to complete the report this week for transmittal to FHWA. The only delay that might occur is that caused by major comments by FHWA on the second draft, which we would be prepared to respond to immediately and have the report to them the following week.

The conclusion is that the two documents, the FEIS for the Greeley ramp and the TSM report for I-5, should be in the hands of FHWA by the end of this month. My understanding is that the reports will then be transmitted from the Division office to the Region office to the Washington office for approval.

Mr. Davis raised the issue of the requirements of the SIP relative to requiring or supporting the TSM report recommendations. I advised him that I did not think that the SIP had advanced to the point of identifying the requirement; however, it seemed reasonable that, with the latest discovery by DEQ of additional air quality problems, that finding would eventually occur. Mr. Davis indicated that should be additional support for the TSM report, as well as support for the Greeley ramp project in terms of forming a satisfactory flow of traffic to provide for clean air.

Mr. Davis thoroughly discussed the proposal to provide for a ramp closure with a bypass for buses and car pools during the peak hour on the Greeley ramp as a condition of approval of that project. He advised that the Mayor had given his approval of that approach. I did advise Mr. Davis that the ramp metering was part of the overall TSM project and would cover that question. Mr. Davis however wanted to attempt to make the ramp closure metering and bypass lanes a part of the request for the ramp in order that it did not get tied up with the TSM decision.

I did advise Mr. Davis that at this point it looked like the Greeley/I-5 ramp completion would not be earlier than 1982 due to right-of-way acquisitions and so forth, that at that point I-205 would be complete, and at that point the TSM effort for ramp metering would be in place. Therefore, the ramp would not be operational before the TSM ramp metering project.

Mr. Davis indicated his desire to keep the ramp decision moving to an approval to be sure that the approval process included the city's economic development as well as the traffic flow on I-5. Mr. Davis did indicate that he had considerable sympathy to maintain a reasonable flow of traffic on I-5, but he also had concern for the economic development of Swan Island.

Mr. Davis requested that I transmit to him a copy of the TSM report. He also requested that I advise him of any hold-ups by FHWA.

RNB:ke

cc: F. B. Klaboe

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MAR 29 '79
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FOR
Info Issue R/D D/R Sign Act File

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Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: March 7, 1979

In reply refer to: HPD-OR /M-9945(1)

SUBJECT: I-5 Interstate Bridge to Marquam Bridge

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Director, Oregon Department of Transportation

#9380

This represents FHWA response to the draft report forwarded by Mr. Bothman's February 15, 1979, letter. This report was also discussed at the February 27 meeting in Mr. Bothman's office.

From FHWA's perspective the report must be expanded to contain the information necessary to establish that if the Greeley ramps are advanced, I-5 will be able to function at a reasonable level of service including safety considerations. The following are specific comments from this perspective.

The report only lightly touches long-term improvements. The Greeley ramps represent a major action and long-term transportation investment. The report must specifically evaluate necessary additional capital improvements, including funding sources, which will mitigate identified I-5 deficiencies including those in the Swan Island access EIS. As stated in our July 13, 1978 memorandum, the level of commitment which has been reached in developing the I-5 corridor will be a determinant in advancing the Swan Island access project.

We are aware that you have made some preliminary analysis of necessary major improvements between the Fremont and the Marquam bridges. Some general feasibility has been established. Supplemental evaluations and financial planning to develop these concepts are needed in the report.

In addition to the Greeley ramps future local connections to I-5 are under study in the East Marquam Interchange area and planning for major reconstruction in the Oregon Slough Bridge area is advancing. The effects of these proposed projects and a detailed analysis of the entire section of I-5 is needed in the report.

The report does not discuss the role of public transit, carpooling, or TSM strategies other than ramp metering. An evaluation of the contribution of these strategies for maintaining a reasonable level of service on I-5 is needed.

The report evaluates ramp metering and indicates a good possibility for substantial benefits. Metering together with needed major capital improvements now appears to offer the possibility of assuring long-term serviceability of this section of I-5. Immediate implementation of ramp metering between Going Street and the Interstate Bridge is encouraged while the larger issues involving the Swan Island access are being resolved.

G L Green
G. L. Green

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Bothman Rulen Coulter

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V. Atiyeh

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 23, 1979

RECEIVED
STATE HWY ENGR
FEB 24 '79
REFER TO
FOR
Info Inves R/D D/R Sign Act File

NOTED
H.S. COULTER

Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, NE
Salem, OR 97301

RE: Swan Island Transportation Access
Basin/North Going and Greeley/I-5
Multnomah County
Final Environmental Impact Statement

Dear Mr. Green:

On June 26, 1978, the Oregon Department of Transportation requested that your office allow development of the subject final environmental statement and at the same time supplied substantial documentation regarding our intention to proceed with an Interstate 5 (Interstate Bridge-Marquam Bridge Section) Freeway improvement and ramp control study.

Your July 13 response approved the development of the FEIS and that your approval would be based on two factors: (1) an acceptable FEIS, and (2) the progress and degree of commitment that has been attained in developing improvements to the I-5 corridor. With regard to the first condition, ODOT staff has extensively coordinated with EDA, Port of Portland, City of Portland and FHWA Region and Division staff to improve shortcomings noted in the DEIS, namely the issues of wetlands and the elements of secondary impacts. The Economic Development Administration, City of Portland and the Port of Portland are satisfied with the document. The Department of Environmental Quality has also determined that the project is consistent with the State Air Quality Implementation Plan.

With regard to the second condition of your July 13 response, the I-5 improvement study from Interstate Bridge to the Marquam Bridge is now completed in draft form by ODOT. Extensive review of the study by the City of Portland, Tri-Met, the Port of Portland, and FHWA will be conducted over the next several weeks. It will then be submitted to your office in completed form in March.

To summarize, the Oregon Department of Transportation has completed the elements of condition of the subject FEIS approval. We are transmitting three (3) approval copies of the FEIS so that we may obtain your early concurrence.

Very truly yours,

ORIGINAL SIGNED BY
GARY A. POTTER

Gary A. Potter
Manager
Environmental Section

GAP:lb

Attachments

cc: F. B. Klaboe
H. S. Coulter
R. N. Bothman
E. S. Hunter
D. H. Moehring
J. H. Versteeg
E. L. Hardt

9721

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226-1978
6-1987

STATE OF OREGON

INTEROFFICE MEMO

ODOT - METRO
DEPT.

238-8244
TELEPHONE

TO: The File

DATE: February 16, 1979

FROM: D.E. Fantz Donald E. Fantz
Project Coordinator

NOTED
E. S. HUNTE

SUBJECT: Basin/Going and Greeley/I-5 Projects
January 29, 1979 TAC Meeting

A TAC meeting was held at Metro to review the Greeley/I-5 project design before it is submitted with the field survey. Points of concern discussed on the Greeley/I-5 projects were:

1. Disposition of existing pedestrian stairway.
2. Pedestrian/bikeway width below the hospital parking lot bluff.
3. Termination treatment of the soutbound bikeway.
4. Termination treatment at the north end of the bikeway.
5. Pedestrian crossing of Interstate Avenue at Stanton Street.
6. Landscape treatment around the pedestrian/bikeway.
7. Expected maintenance obligations.
8. Pedestrian facilities at bus stop areas.

In addition, points of discussion on the Basin/Going project included:

1. Pedestrian/bicycle crossing of Basin Avenue.
2. Asthetics of the pedestrian overcrossing.
3. Treatment of the south end of the pedestrian overcrossing.
4. The effect of the bus transfer island on access of property to the west.

Based on the restricted access from Greeley Avenue the city agreed that the stairway should be removed. The state would include the stairway use when negotiating for access rights with the adjacent property owners.

E.J. Dunn will redesign the bike path below the hospital parking lot to a ten-foot width with the necessary retaining wall. The ten-foot width is the minimum that the city bikeway planner will accept in a section of the proposed Willamette Greenway pedestrian/bike path.

The designated bikeway will be terminated by signing at the south side of the Greeley Avenue-Interstate Avenue intersection rather than have the bike traffic proceed onto the sidewalk and then back into the traffic a block later. The northbound bike traffic would be on the east side of Interstate Avenue leading up to this intersection where it would cross at a signalized crossing and connect to the two-way separated pedestrian/bikeway.

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The treatment to the north end of the separated bikeway would leave the northbound bike traffic dropping onto the shoulder. There is no treatment available to direct the bike traffic southbound on Greeley to make a left turn across traffic and enter the two-way bikeway. The city's intent is to extend the two-way biekway along the east side of Greeley to Going Street. They hope that the Willamette Greenway planning will be far enough along by the time of this project's construction to allow the extension of the proposed bikeway thus alleviating the problem.

The TAC agreed that pedestrian crossing of Interstate Avenue at Stanton Street should be prohibited, thus eliminating the need for the curb cuts on the west side and the cuts through the raised traffic median. The existing bus stop will be moved from that intersection and the proposed sidewalk on the west side would connect to the existing pedestrian path. There is presently no access to the adjacent property to the west near that intersection.

The city has asked the state to draw up a landscape plan in the vicinity of the separated pedestrian bikeway on this project. They have asked that the design include dense shrubbery between the Greeley ramp and the pedestrian bikeway and trees on the slope to the east. The landscape design section will put together a plan for their review. The city expects that the City Forester will have an input in the selection of the type of trees in the final design.

The city had a concern about the maintenance responsibilities because of the additional area being taken for right-of-way. Jim McClure indicated that the maintenance responsibilities would be determined at the time the construction agreement was made. He did indicate that the state would retain ownership of the ramps and of responsibility to maintain Interstate Avenue between the curbs. Maintenance agreements usually give a responsibility for maintenance outside the curbs to the city on this type of roadway.

Review of the plan indicated that the sidewalk configuration to allow pedestrian access to the bus stop area could lead pedestrians to use the berm area between Greeley Avenue and I-5 to Greeley ramps as sidewalk. Review of this area was requested to assure that pedestrians were not allowed to proceed north along this berm area. The standard treatment for a wall face adjacent to traffic is a GM barrier type wall face rather than a berm treatment. This would adequately deter pedestrian traffic.

The present Basin/Going project design has no facilities to allow pedestrian or bicycle traffic to cross Basin Avenue from the existing sidewalk area to the new transit island and then proceed west on Going Street. Noting the larger amount of industrial traffic, the steep grade, and the lack of roadway width to accommodate bike path designation in the travel lanes, the bike path would be placed on the sidewalk coming down Going Street. The TAC agreed that a designated cross-walk with signing would give a false sense of security to people using it and that an unmarked crossing with curb cuts should be located opposite the south end of the small bus loading island. As a possible solution to increased traffic/pedestrian conflicts it was suggested that the pedestrian overcrossing be designed so that it could adapt a connection of an elevated crossing across Basin Avenue.

The Port feels the pedestrian overcrossing should have a gateway effect to the island. They feel that the preliminary profile with the varying clearance over the roadway and railroad tracks would detract from this appearance. They also have a concern that a minimum vertical clearance should allow for internal circulation of oversize loads. The Port of Portland will check and report on requirements of clearance under the pedestrian overcrossing for circulation of oversize loads on the island.

The Port of Portland was also concerned that the configuration of the bus transfer island was detracting from the potential development of the land adjacent to the west. The Port of Portland will investigate the extent of shadowing caused by the island on the direct traffic access from Going Street, to the proposed development without forcing use of the circulation pattern.

The TAC felt that the design of the south end of the pedestrian overcrossing could reverse the direction of the spiral so that it touches down closer to the curb line of Going Street. It is unlikely that pedestrians will walk very far out of direction to cross Going Street via the pedestrian overcrossing. The Port of Portland will also review the treatment of the south end for any preference they might have.

DEF/PE

Attachment

cc: TAC, R.N. Bothman, E.L. Hardt, D.R. Adams, M.J. Klotz,
J.D. McClure, G.A. Potter, E.S. Hunter, Rena Cusma.

Courtesy Copy: Mayor Neil Goldschmit and Commissioner Connie McCready

9761

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STATE OF OREGON

INTEROFFICE MEMO

ODOT METRO
DEPT.

238-8226
TELEPHONE

TO: D. R. Adams
Project Development Manager

DATE: February 13, 1979

FROM: R. N. Bothman
Administrator
Bothman

SUBJECT: Basin/Going - Greeley/I-5 FEIS

Discussed the FEIS with Gary Potter February 12. The preliminary draft submitted to the FHWA Division Office has been returned with comments in two categories: minor corrections and major questions.

The first major question deals with the separation of the Going Street noise mitigation project from the Basin/Going - Greeley/I-5 project. FHWA would seem to want to consolidate the Going Street Noise Mitigation DEIS with the Basin/Going - Greeley/I-5 DEIS. Our position is that that is unnecessary, unjustified, and unrealistic. The noise mitigation project is an EDA project, having no impact upon the transportation project.

The second major question deals with the Going Street alternative. FHWA does not feel that it has been adequately discussed. I agreed with Gary and Cam that a graphic would be appropriate. We have documented the investigation into the Going Street alternative and found it unsatisfactory.

The third major question is the I-5 TSM project. The indication from FHWA is that the TSM project should be integrated into the Basin/Going - Greeley/I-5 project. This is contrary to our agreement of last May with Washington, D.C. staff, which is documented in memos between Glen Green and Fred Klaboe. The agreement is that the TSM shall be moved as a separate, independent project. I don't have the exact wording of last May's correspondence, but it indicates that FHWA would approve the Going/Greeley/I-5 project subject to adequate progress on the I-5 TSM. It is therefore critical that we maintain our schedule of completing the I-5 TSM project, Phase 1 by March 1. We are holding to our understanding of last May with Washington, D.C. staff of FHWA.

Gary said the FEIS will be submitted to Ed Hunter for transmittal to FHWA this week based on the above assumptions. In addition, Gary will provide a cover letter indicating that we have fulfilled the commitments of our discussions of last May and requesting immediate approval.

RNB/ke

cc: F. B. Klaboe
G. Potter

NOTED
F. B. KLABOE

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STATE OF OREGON

INTEROFFICE MEMO

Metro Technical Services
DEPT.

238-8231
TELEPHONE

TO: J. H. VERSTEEG
Design Engineer

DATE: February 6, 1979

FROM: K. D. LIMBOCKER
Metro Design Engineer

SUBJECT: Greeley - I-5 Project
Landscape Design

Herewith the following data:

1. A copy of a letter from Don Fantz, Project Coordinator.
2. A copy of a letter from Steve Dotterrer, Transportation Planner, City of Portland.
3. 2 Sketch Maps.

Steve Dotterrer has requested the state to prepare a simple landscape plan for the project in the areas shown on the sketch maps.

Will you please assign this project to your landscape section for a plan and estimate of cost.

Attachments

pq

1 Versteeg ✓
Christensen
George
Olson
Terpin
Sullivan
Scott
2 Anderson

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ENGINEERING SECTION

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326-1987

STATE OF OREGON **INTEROFFICE MEMO**

Metro Branch 238-8244
DEPT. TELEPHONE

TO: [redacted]
Technical Services Engineer

DATE: January 31, 1979

FROM: DON FANTZ Donald E. Fantz
Project Coordinator

SUBJECT: Greeley/I-5 Project
Landscape Design

The City of Portland has requested a conceptual landscape design and estimate for the pedestrian/bikeway area on the Greeley/I-5 project. I am attaching a map with the area outlined and a copy of the City's letter. Will you request the Landscape Section to prepare something for the City of Portland to look at?

DF/po

cc: E.J. Dunn
J.D. McClure

Attachments

Ken – Please handle –
Max

TECHNICAL
SERVICES UNIT
FEB 01 1979

THE CITY OF
PORTLAND
OREGON

NEIL GOLDSCHMIDT
MAYOR

OFFICE OF
PLANNING AND DEVELOPMENT

MIKE LINDBERG
ADMINISTRATOR

BUREAU OF
PLANNING

424 S.W. MAIN STREET
PORTLAND, OR 97204

ZONING
248-4250

COMPREHENSIVE
PLANNING
248-4260

TRANSPORTATION
PLANNING
248-4254

SPECIAL
PROJECTS
248-4509

ADMINISTRATION
248-4253

30 January 1979

MA PDM PDE TSE SPC
ODOT - METRO
JAN 31 1979
AM PRS FILE T/A
Noted by Don Fantz

MEMORANDUM

TO: Don Fantz, Project Manager
ODOT

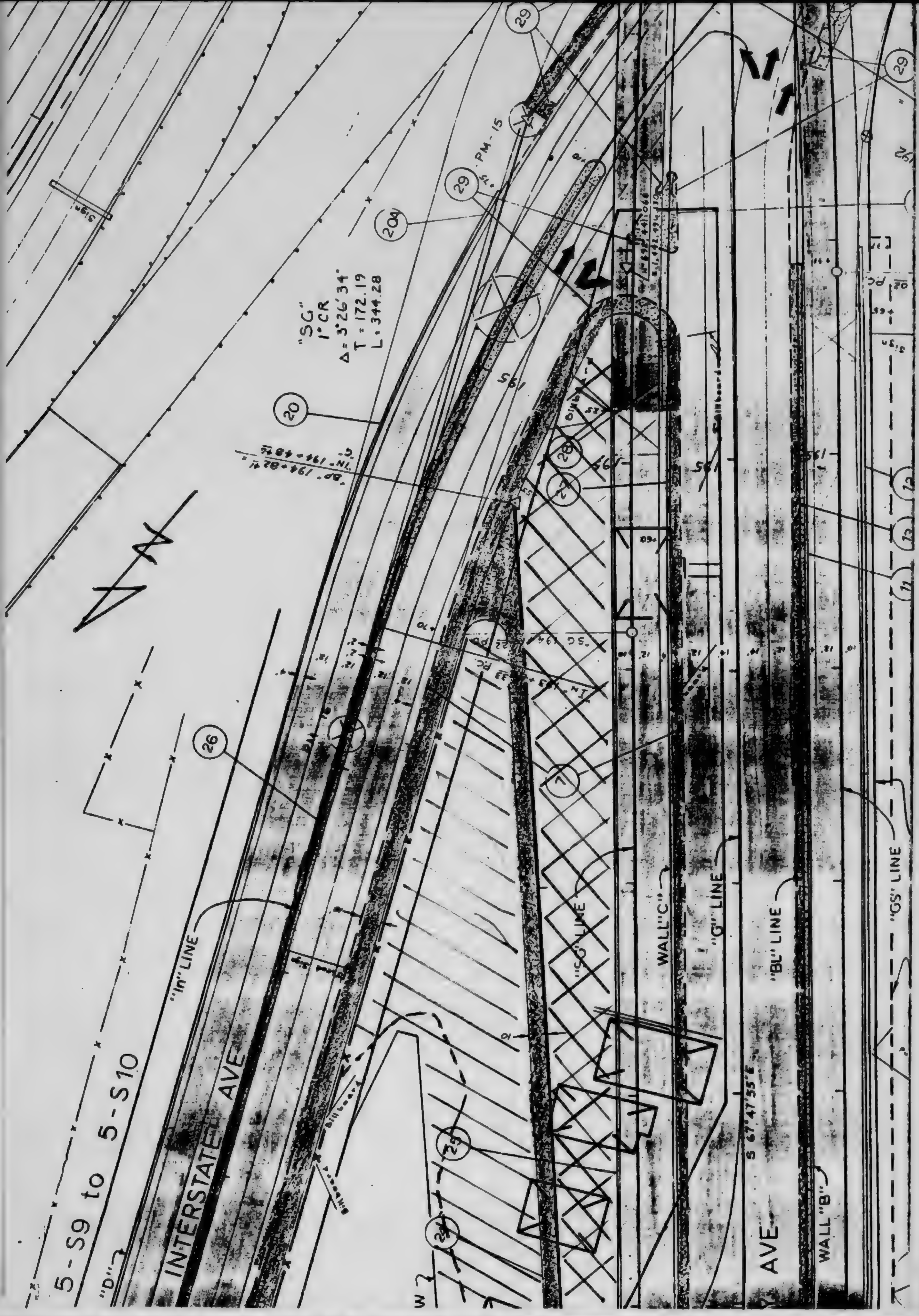
FROM Steve Dotterrer SD
Transportation Planning

RE: Greeley/I-5 Landscaping

As we discussed at yesterday's TAC meeting, the City staff requests that ODOT prepare a simple landscaping proposal for the Greeley/I-5 project. The area of interest is primarily around the bikepath and the slope to the north and east. In the area between the bikepath and off-ramp, low shrubs which separate the bicyclist from the road would be desirable. Trees should be planted on the other side of the bikepath.

If ODOT staff will prepare a design proposal and cost estimate, I will ask for City Forester and Street Tree Committee review and comment.

SD:db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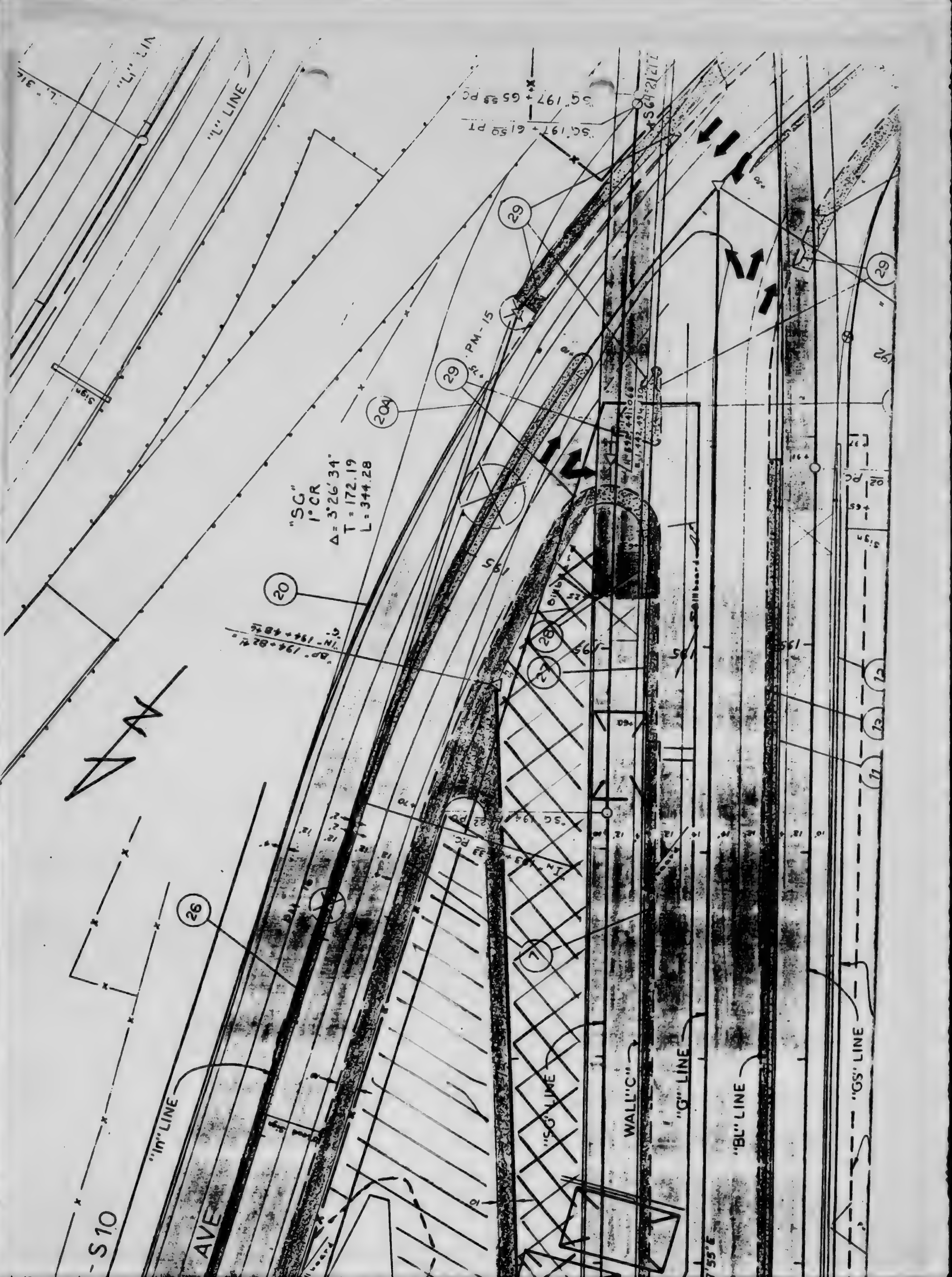
"L" LINE
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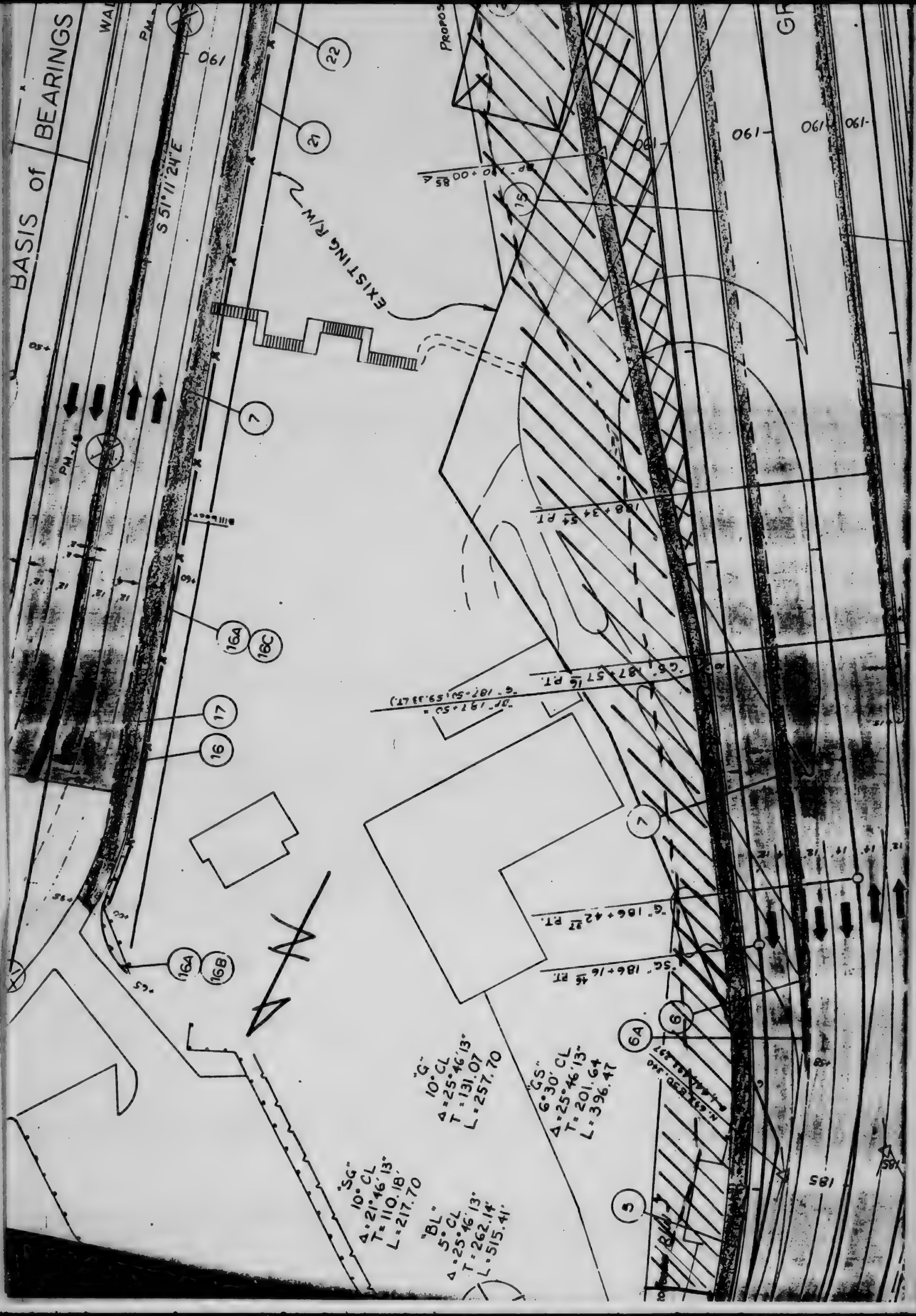
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L=396.47
"SG"
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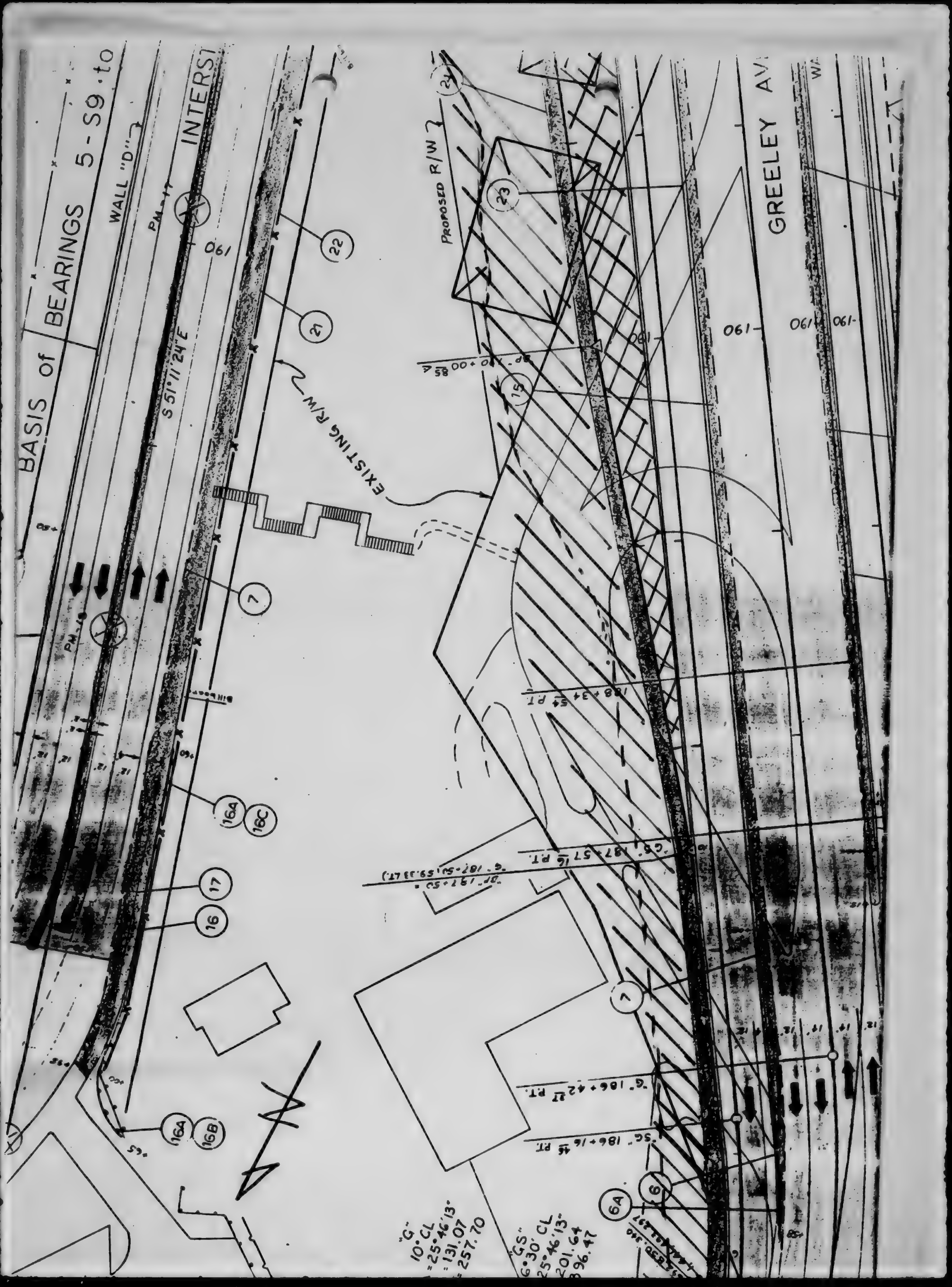
Δ=21°46'13"
T=110.18
L=217.70
"BL"
5° CL
Δ=25°46'13"
T=262.14
L=515.41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STATE OF OREGON **INTEROFFICE MEMO** 1-5

METRO TECHNICAL SERVICES 238-8231
DEPT. TELEPHONE

TO: A.D. Olson
Preliminary Design Engineer

DATE: February 2, 1979

FROM: E.J. Dunn EJDunn
Metro Resident Engineer

SUBJECT: Greeley/I-5
Multnomah County
Landscaping

The City of Portland has requested ODOT work up a simple landscaping proposal for two areas on the project.

Included is a small section of the detail map showing the areas (shaded in green), 2 rolls of cross-sections and correspondence pertaining to this work.

js

Klotz
File

1 Versteeg ✓
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George
2 Olson ADO
Terpin
Sullivan
Scott
3 Anderson

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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
November 1, 1978
Salem, OR, 97310

FILE:

FROM: Gary A. Potter, Manager
Environmental Section

ORIGINAL SIGNED BY GARY A. POTTER

TO: R. N. Bothman
Metro

SUBJECT: EDA Comments
Greeley/I-5 & Basin/Going Interchanges
FEIS

NOTED
E. S. HUNTER

The attached letter represents a number of work items that will be included in the subject FEIS. As you will recall, a recent meeting was held and we agreed to include "5 pages" in the FEIS on the secondary impacts of developing Mock's Bottom. We see nothing in the attached letter directly conflicting with that course of action.

However, I feel the Port of Portland may wish to comment on certain items mentioned in the letter, particularly Item 2, bottom of page 2.

We would appreciate any comments that Metro and the Port have on this letter before we complete the FEIS.

GAP:lb

cc: E. S. Hunter w/attach.

Attachment

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U.S. DEPARTMENT OF COMMERCE
Economic Development Administration

October 25, 1978

Mr. Gary Potter
Manager, Environmental Section
Oregon Department of Transportation
412 Transportation Building
Salem, Oregon 97310

Dear Mr. Potter:

During our September 28 meeting in Portland we agreed that the potential environmental impacts associated with the development of Mock's Bottom would be included in the Final Environmental Impact Statement you are preparing for the Greeley/I-5 and Basin /Going Interchanges. This arrangement would, in our view, allow EDA to fund the proposed Mock's Bottom overcrossing without preparing a separate EIS for the Mock's Bottom project. The approach seems rational after reviewing those NEPA guidelines that deal with cumulative impacts and considering the amount of environmental data presented in your EIS which would simply have to be repeated in any separate EDA document done for just the Mock's Bottom sub-area of the entire Swan Island complex.

We consider that your draft already adequately addresses many of these potentially redundant concerns that would reappear in any separate Mock's Bottom EIS. For example, we obviously feel that your expertise in dealing with traffic impacts has resulted in an adequate treatment of these impacts in the existing draft. However, there are "secondary impacts" which will result when the new transportation corridors studied in your EIS are tied to Mock's Bottom with the overcrossing being proposed for EDA funding. We are not asking for a supplemental draft EIS to cover these impacts, but only that they be addressed as secondary impacts in the expanded final statement. Specifically, we feel that these impacts fall into two general categories; potential impacts on the Mock's Bottom land area itself and potential impacts on the upland residential area that overlooks Mock's Bottom from the bluff. The issues which should be covered are briefly listed in the following two paragraphs.

Most of the expanded EIS section dealing with our concerns about the Mock's Bottom land area itself should be written by a biologist. The uplands impacts could probably be handled by any of your staff members capable of extracting information from the background data you already have on file for the total Swan Island development. The total EIS expansion should require only five to ten pages to respond to the impacts in both categories.

In the section dealing with potential impacts on the Mock's Bottom area itself, the following questions should be answered:

1. Why doesn't the President's Executive Order on Protecting the Nation's Wetlands (Executive Order 11990) apply to Mock's Bottom? In other words, the biologist needs to explain why the area isn't a wetland, even though a layman might conclude, based on type of vegetation and the number of standing water pools, that it does fit the wetland's definition.

2. To what extent does the area provide food, cover, or habitat for wildlife and bird populations?

3. Do the noise contours presented in the draft statement include the addition of industry on Mock's Bottom similar to those firms already located on the balance of Swan Island? This question overlaps to some extent into a second category of questions, in that the noise contour levels in the residential area above Mock's Bottom are those that will most likely generate any public controversy that might provoke a NEPA lawsuit.

4. In general, what additional air quality degradation is likely to occur as the result of industrialization of the Mock's Bottom area? I realize we cannot input to an air quality model when we don't know precisely what firms will locate at Mock's Bottom. However, I believe Port officials said at our meeting that if EDA didn't build the overcrossing they would go ahead and do it themselves since there were three firms ready to buy the land. Accordingly, we either need to name these firms or state the types of industries that the Port feels are likely candidates for the site and generally the type of air pollutants that industries of this size could be expected to contribute to Portland's air.

In the section dealing with potential impacts on the residential area above Mock's Bottom, the following questions should be answered:

1. To what extent will "visual pollution" caused by further industrialization of Swan Island, including Mock's Bottom, be mitigated by either aesthetic buffers such as landscaping on the bluff or by design restraints on the new industry?

2. Briefly, what is the public's awareness of the total planned developments on Swan Island and Mock's Bottom? This question could probably best be answered in two parts. First, by referring to the sections of the draft EIS that refer to past public participation. Second, by providing some indication that the general public has been informed that the Port will use a portion of the President's Oregon Commitment to open up Mock's Bottom.

> It would be particularly wise, I feel, to have some evidence in the final EIS which indicates that the neighborhood association on top of the bluff is aware of the proposed Mock's Bottom overcrossing. This might be possible by either calling the association's president or at the very least by showing that the local area newspapers or neighborhood sections of Portland's major newspapers have specifically carried articles about the overcrossing.

In summary, Mr. Kaiser is correct in his October 3 memo to the file when he states:

> "To summarize, EDA is saying that they want to be able to point to ODOT's Greeley FEIS and say that the secondary impacts addressed in that document adequately cover the impacts of the Overcrossing."

I believe that satisfactory answers to the six questions posed in this letter will enable us to make that statement. Please call me if you want to discuss the questions in more detail.

Sincerely,

Larry Burr

Larry Burr, P.E.
Regional Environmentalist

cc:
Tom Current, EDA Rep.
Portland, Oregon

7729

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N

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
October 24, 1978

JBBoyd

FROM: J. B. Boyd
Right of Way Engineer

TO: R. N. Bothman
Metro Administrator

SUBJECT: File #35712
City of Portland
E. Fremont Interchange
Pacific Highway

As discussed with you on the telephone, adequate information and communication was held between your office, Region 1 and my office during the development of this lease. I am sorry that you and Mr. Hardt do not have copies of the lease as yet, but article 22 of this lease is written as follows:

Article 22: "This lease may be terminated by the State when premises are needed for any public use upon the State's giving 90 days written notice to the lessee. The state shall not be obligated to pay lessee for any improvements made or work performed by the lessee."

The City was aware during the development that the Greeley ramps were in conceptual form and would necessarily cause some modifications to their work at a later date. I believe all parties are satisfied with this and I can see no need to take any extra measures other than those that we have in order to protect the State's interest at this location.

JBB:lb

cc: Ed Hardt
C. Mathias
C. Christiansen

Copy sent to. C. Christensen, FHWA

1 Versteeg ✓
3 Christensen Doc
George
2 Olson ADQ
Terpin
Sullivan
Scott
Anderson

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STATE OF OREGON **INTEROFFICE MEMO**

ODOT METRO — DEPT.
238-8226 — TELEPHONE

TO: The File

DATE: September 29, 1978

FROM: R. N. Bothman
Administrator Bothman

SUBJECT: I-5 Transportation Systems Management Task Force
First Meeting September 27

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Con [illegible] T.5.E.
9380

An introduction to the task force (attendence attached) included a discussion of the Greeley/I-5 ramp project and the relationship between that project, the Jantzen Beach project, Marquam Bridge project, I-205, Banfield, and a TSM effort on I-5.

The schedule of activities was presented. The work program of the first effort, being the traffic study, was presented and discussed.

A film was presented, obtained from CALTRAN, of ramp metering in the San Fransisco Bay area. Slides were shown of similar congestion problems at ramps in the Portland area.

The following topics, questions, and discussions followed the introduction:

1. The TSM effort is a systems approach to managing traffic on I-5.

2. An attempt will be made to fully utilize I-5 and the ramps.

3. The Greeley/I-5 FEIS effort will be carried in parallel with the TSM effort. The two efforts will be jointly utilized to gain approval for the additional access at Greeley to I-5 in the spring of 1979, upon completion of both the FEIS and the phase 1 portion of the TSM study.

4. The effort in the state of Washington to manage the freeway is somewhat separate from Oregon's effort because of the control at the Interstate Bridge. However, Oregon will coordinate their effort with whatever is occurring in Washington.

5. Prioritizing use of the freeway. The question of who gets use of the limited capacity which will exist, the regional trip, the local trip, or special trips, i.e. Swan Island. This question will have to be resolved. The definition of the problem is the first phase of the effort.

NOTED
R. [illegible]

6. Consideration of contraflow on the Interstate Bridge. The 1975 study indicated that was not practical. We will review that possibility.

7. The O & D study-the number of ramps, the sequence of the study. Cards will be used to accomplish the O & D study. Selected ramps will be studied. Additional consideration will be given to studying all the ramps.

8. PR will be necessary for implementation of ramp metering and traffic management of the freeway system. This needs to be emphasized.

9. Relationship of the TSM project to the CRAG systems work and traffic projection. We will work with the existing conditions and utilize the CRAG projections to develop our future requirement and utilization of the facility. There is a constraint on the freeway. The management project is to develop the maximum capacity that the facility can accomplish and then design the uses to meet that available capacity. The TSM effort will actually be an input to the systems effort, as opposed to the systems effort being an input to the TSM effort. To put it another way, the traffic assigned to the I-5 facility will be based upon the capacity that is developed in the TSM plan, and that capacity then will be fed into the regional projection.

10. Surveillance programs. A surveillance of the system will be considered as a solution as part of the TSM project.

11. Consideration should be given to the availability on a consultant basis of Dr. Adolph May, University of California, Berkley, Institute of Transportation Studies. Dr. May is probably the most knowledgable expert on freeway operations and control and the key effort behind the L.A. and San Fransisco programs.

A team from Portland will be reviewing in Los Angeles the CALTRAN effort during the month of October. The group will consist of Tom Schwab and Ron Wolfe, ODOT; Don Bergstrom, City of Portland; and Ernie Valach, FHWA.

The task force will serve several basic functions: first, to provide a flow of information from the effort underway by ODOT to the jurisdictions on the task force, all of which will be impacted by a TSM approach to the Portland freeway system. Second, the task force can provide a flow of information of activities by the various jurisdictions which should be considered as we attempt to come up with the solution to managing the freeway operation; third, to utilize to the maximum the expertise which is available from the various jurisdictions in developing the TSM study and solutions; and last, to develop with the various jurisdictions which will be involved with and affected by the management of the freeway system support for that program.

Don Fantz will be the project coordinator from ODOT on the TSM program. The major technical effort will be accomplished by Tom Schwab, ODOT.

I would hope that all members of the task force will provide a maximum input to the initial evaluation and the development of the program through the task force meetings and direct contact with myself, Don, or Tom.

ke

Attachment

cc: Dick Carroll
Ernie Valach
Doug Wright
Don Bergstrom
Bob Johnson
Paul Bay
Ken Johnson
Carl Simons
Keith Lawton
Fred Klaboe
E. Hunter
H. Coulter
Ed Hardt

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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, OR 97310
September 26, 1978

FILE:

FROM: Gary A. Potter, Manager
Environmental Section
ORIGINAL SIGNED BY
GARY A. POTTER

SUBJECT: Final Environmental Impact Statement - Basin-Going Street/Greeley - I-5

TO: L.E. George
Traffic Section

NOTED
E. S. HUNTER

Additional traffic analysis is necessary to complete the FEIS for the Basin-Going Street/Greeley - I-5 projects. The analysis should address the following points:

1. Consider Going Street to I-5 as an alternative solution.
2. Address existing traffic conditions on Going Street.
3. Consider the Going Street alternative under full employment conditions on Swan Island.
4. Describe necessary improvements on Going Street and I-5 to make the alternative workable.
5. Identify any continuing traffic problems which could not be mitigated through additional construction.

In order to meet the schedule for completing this project, the above information is needed by October 20. Questions regarding this request should be directed to Donna Kilber (x 8486), who is Project Manager for this project.

DK/cjw

cc E. S. Hunter
Bob Bothman

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Klaboe

STATE OF OREGON **INTEROFFICE MEMO**

ODOT Metro
DEPT.

238-8244
TELEPHONE

TO: MEMO TO THE FILE **DATE:** September 18, 1978

FROM: DONALD E. FANTZ Donald E. Fantz
Project Coordinator

SUBJECT: Basin/Going and Greeley/I-5 Projects
Technical Advisory Committee Meeting
September 13, 1978

The project Technical Advisory Committee met at the Metro office on September 13. The intent of the meeting was to discuss some of the new developments since the DEIS was released. The detailed preliminary design developed for the Greeley/I-5 project has exposed some minor problems. The first problem is a well-kept wooden, public right-of-way stairway between Interstate Avenue and Old St. Johns Road. This now serves as a connection between bus stops and as access for businesses and residences on Greeley Avenue. With the preferred alternative, all the residences and businesses on Greeley would be acquired and there would be no satisfactory bus access point on Greeley. Glen Pierce indicated he sees no reason to maintain the stairway if Tri-Met was going to drop their service along Greeley. The sidewalk/bikeway would provide adequate access to the Greeley Avenue area. There would have to be some reconstruction of the stairway and he felt that cost and the cost of maintenance should be compared to the cost of removal. No Tri-Met representative was present. The question of retaining the stairway and the question of maintaining bus service along Greeley or at least maintaining bus stops in that area would have to be addressed further. Steve Dotterrer said he would contact Ron Higbee directly and see if Tri-Met agrees in eliminating the bus stops on Greeley. I will also follow up with Ron.

The next problem discussed was the termination of the bike path into what amounts to a freeway offramp. This is a portion of a two-way bike path that will, in the future, continue to Going Street. Steve Dotterrer explained that the City's typical was ten feet of paved area for a two-way bike path. Mike Bauer agreed with me that the legal aspect not considered in our design is that two-way bike paths have to be separated from traffic by a physical barrier. There is a 150-200 foot area just north of our designed termination of the bike path where the slope of the hill catches at the back of our roadway shoulder barrier. It would take about a 15-foot high wall to carry a bikeway past that stretch. The use of a free-standing curb to isolate the shoulder area

NOTED
F. B. KLABOE

from the travel lane was discussed. This was felt not to be an adequate solution in that it requires an opening in the shoulder barrier that could be a hazard to traffic. We concluded that the best way to handle the bikeway was to keep the shoulder barrier between it and traffic. This will require the shoulder barrier alignment to move onto the proposed shoulder area, thus reducing the ten-foot shoulder width slightly, but within ODOT's standards. The bikeway/sidewalk would terminate at the end of the project with the intent of matching a future bikeway, consistent with City future plans.

In relationship to the sidewalk/bikeway crossing of Greeley at Interstate, a discussion between Mike Bauer and Steve Dotterrer asked, Is there a conflict between the bikeway crossing and the green time at a signalized intersection? Also, the topography does not accommodate a bikeway without fill on the west side of Interstate south of Greeley. Mike Bauer agreed to investigate the possibility of crossing Interstate north of Greeley and proceeding south on the east side of Interstate Avenue.

The major concerns about permits for filling of the lagoon area on the island have diminished, based on my discussion with Don Keyes in Salem and discussions with the Corps of Engineers. The Corps indicates that due to several prior and current Port of Portland permits in force, additional permits would not be needed. This is somewhat documented in my September 11 memo (attached).

One of the basic problems related to the fill of the lagoon is that the Port wants to use the right-of-way as part of their half of the local match. They would basically have to fill the lagoon to elevation 17 feet to acquire it from the State Land Board. The Port had agreed with the City at the initiation of the project to supply half of the matching funds for construction. State regulations prohibit the Port from giving money as local matching funds. They intend to deed the property required for right-of-way to the City as their 7% portion of match. I had talked to Gene St. Clair Monday and requested a current estimate of the property acquisition costs for required right-of-way. Their estimated cost of acquisition of Port of Portland land based on the lagoon area filled to road grade level or elevation 32 feet combined with the other required parcels was $167,500. Allen Anderson of the Metro Right-of-Way Section indicated that the value of the lagoon area only filled to elevation 17 feet would be considerably less in that the cost to fill would be near the value of the developed land. Jay Buechler of the Port indicated that the lagoon would be filled to increase the value to meet their obligation with the City. The approximate fill require for the Anchor Street extension in the lagoon is 33,500 cubic yards below elevation 17 feet and 26,000 cubic yards above.

The Port and the City believed that the land could be used as part of the 14% matching funds based on a conversation between Doug Wright, Bob Bothman and Cliff Christianson. Jim McClure proceeded to outline the steps that we thought were necessary to proceed in this fashion. Listed as: (1) The Port to fill the lagoon to elevation 17 feet; (2) the Port to acquire from State Land Board; (3) the Port to fill the remainder as necessary to develop the value needed; (4) the Port to transmit land to City by deed; (5) the City of Portland by agreement to put up the land (deed) and the amount of money as necessary for the local 14% of the construction costs. At this point, Ernie Valach stated that Step No. 5 was not possible. He said there would have to be a right-of-way agreement because FHWA would only participate in the right-of-way at a rate of 86%. A process of charging the job for that portion for right-of-way, then using that money for construction matching funds or buy the land on paper would be required. Someone would have to come up with the 14% for the right-of-way. This disturbed Glen Pierce in that the City has no money budgeted for that purpose. The discussion was rather confusing and unsettled. Ernie Valach indicated he would pursue it further and have the necessary steps outlined and have the process reviewed by ODOT and FHWA. This would also necessitate tying down the value of the property early to enable the process to begin.

The next item discussed was the scheduling of construction projects. I stated that in reviewing the schedules, somewhere around March, Basin/Going project was moved ahead to coincide with Greeley/I-5 project contract date. I could not find the basis for this but assume by previous discussion, it was because of available financing. If the Port were to fill the lagoon area, it would have to be complete before the contract letting to allow the necessary settlement time of about a year before surfacing. We had proceeded on the basis that Greeley/I-5 project would have to be complete before Basin/Going to eliminate additional traffic on Going Street. This would also have to coincide with the completion of I-205. Steve Dotterrer and Glen Pierce both indicated that the interim lid of 3,100 vehicles per hour has been lifted by resolution and that the restriction is now that no new development take place on the island until the projects are completed. They will review the original resolution to see if there are other stipulations on which project has to be completed first. There was definite agreement that Basin/Going project should not be started until the implication of the I-5 TSM study has been evaluated and the Greeley/I-5 project given the go ahead. This could cause some problem on how soon the Port would start filling the lagoon area for the Anchor Street extension.

Glen Pierce stated that the city council resolution to be considered Thursday was basically to approve the alternatives so the State could go ahead with the FEIS and that he would try to segregate the financing problem. He stated this gives the State an okay to go ahead with our work and leave the possibility of terminating the projects at the right-of-way agreement stage. Based on the city council action, I will advise our Environmental Unit to proceed with completion of the FEIS.

The last item we discussed, which was not on the agenda, was the bus facility concept on the island. John McGregor of the Port had asked last

Thursday if Tri-Met still considered the proposed facilities necessary. In relationship to the program now being initiated by Tri-Met, the bus transfer facilities at Interstate and Going are considered only interim and not adequate to replace the proposed ones on the island. They are only there because any temporary ones on the island would be displaced during construction.

Items to be followed up on are the retention of Tri-Met bus service on Greeley near Interstate Avenue, outline of procedure necessary to use property as part of matching construction funds, the possibility of an agreement on the value of the property before the time of acquisition.

DEF/ldo

Attachments

cc: Jay Buechler
Mike Bauer
Ernie Valach
TAC Members

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ROBERT W. STRAUB
GOVERNOR

Department of Transportation
METROPOLITAN BRANCH
5821 N.E. GLISAN, PORTLAND, OREGON 97213

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September 13, 1978 Telephone 238-8226

Honorable Neil Goldschmidt
Mayor of Portland
Portland City Hall
1220 Southwest Fifth Avenue
Portland, OR 97204

Y #7380

Subject: Interstate 5 Transportation Systems Management Program

The Oregon Department of Transportation proposes a Transportation Systems Management Program for the Interstate Bridge/Marquam Bridge section of Interstate 5. This program has been developed in response to concerns of the Federal Highway Administration that the traffic congestion on this section of I-5 is becoming excessive. At the same time we are attempting to add additional access ramps to I-5 at Greeley and the East Marquam Bridge.

The first step of the management program is to develop projects which will maximize the capacity of the existing freeway. We now have several bottleneck areas which can be smoothed out to provide for a balanced facility. The problem is that this section of freeway was designed at the time a number of other freeways including I-205 at 39th, the Rose City Freeway, the Whitaker Freeway, the Rivergate Freeway, and so forth were part of the plan. It is now necessary to reevaluate and to balance I-5 to function by itself without any aid from these other facilities.

The second step of the program is to manage the freeway in order to operate it at an acceptable level of service once we have balanced its design. This will involve techniques of ramp metering which will limit the traffic accessing the freeway (without actually eliminating any access) to allow the freeway to operate at a satisfactory level.

With today's volumes during the peak hour, I-5 is operating somewhere in the neighborhood of 60% of its capacity. If it were properly managed and traffic were flowing at higher speeds, the capacity could actually be increased and the other detrimental effects of the current congestion reduced. This technique is successful in other major metropolitan areas.

To assist with guiding this effort, I have established an I-5 Task Force of ten members representing the Oregon Department of Transportation, City of Portland, Multnomah County, Tri-Met, Port of Portland, CRAG, DEQ, Washington Department of Transportation, and the Federal Highway Administration.

Don Bergstrom and Doug Wright have participated in several meetings which have been held to set up the TSM Program for I-5. I would appreciate it if you would appoint them to the task force to represent the Bureau of Traffic and Bureau of Planning.

The first meeting of the task force is scheduled for 1:30, Wednesday afternoon, September 27. I would appreciate it if you would make the attached packet available to your representatives on the task force. Also available for presentation at the task force is a film I have obtained from the CALTRAN which was taken of the TSM Management Program operating in San Fransisco.

Robert Bothman

R. N. Bothman
Administrator

RNB/ke

Attachment

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
METROPOLITAN BRANCH
5821 N.E. GLISAN, PORTLAND, OREGON 97213

September 13, 1978 Telephone 238-8226

Ms. Rena Cusma
Director
Department of Environmental Services
2115 Southeast Morrison
Portland, OR 97214

Subject: Interstate 5 Transportation Systems Management Program

The Oregon Department of Transportation proposes a Transportation Systems Management Program for the Interstate Bridge/Marquam Bridge section of Interstate 5. This program has been developed in response to concerns of the Federal Highway Administration that the traffic congestion on this section of I-5 is becoming excessive. At the same time we are attempting to add additional access ramps to I-5 at Greeley and the East Marquam Bridge.

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I would appreciate it if you would appoint Bob Johnson to the task force to represent Multnomah County.

The first meeting of the task force is scheduled for 1:30, Wednesday afternoon, September 27. I would appreciate it if you would make the attached packet available to your representative on the task force. Also available for presentation at the task force is a film I have obtained from the CALTRAN which was taken of the TSM Management Program operating in San Fransisco.

R. N. Bothman
Administrator

RNB/ke

Attachment

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
METROPOLITAN BRANCH
5821 N.E. GLISAN, PORTLAND, OREGON 97213

September 13, 1978 Telephone 238-8226

Mr. Denton Kent
Executive Director
CRAG
527 Southwest Hall Street
Portland, OR 97201

Subject: Interstate 5 Transportation Systems Management Program

The Oregon Department of Transportation proposes a Transportation Systems Management Program for the Interstate Bridge/Marquam Bridge section of Interstate 5. This program has been developed in response to concerns of the Federal Highway Administration that the traffic congestion on this section of I-5 is becoming excessive. At the same time we are attempting to add additional access ramps to I-5 at Greeley and the East Marquam Bridge.

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I would appreciate it if you would appoint Keith Lawton to this task force. The task force consists of technical personnel from the various jurisdictions. Keith can provide the technical expertise needed to coordinate the systems planning effort.

The first meeting of the task force is scheduled for 1:30, Wednesday afternoon, September 27. I would appreciate it if you would make the attached packet available to your representative on the task force. Also available for presentation at the task force is a film I have obtained from the CALTRAN which was taken of the TSM Management Program operating in San Fransisco.

R. N. Bothman
Administrator

RNB/ke

Attachment

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
METROPOLITAN BRANCH
5821 N.E. GLISAN, PORTLAND, OREGON 97213

September 13, 1978 Telephone 238-8226

Mr. William H. Young
Director
Department of Environmental Quality
522 Southwest 5th
Portland, OR 97201

Subject: Interstate 5 Transportation Systems Management Program

The Oregon Department of Transportation proposes a Transportation Systems Management Program for the Interstate Bridge/Marquam Bridge section of Interstate 5. This program has been developed in response to concerns of the Federal Highway Administration that the traffic congestion on this section of I-5 is becoming excessive. At the same time we are attempting to add additional access ramps to I-5 at Greeley and the East Marquam Bridge.

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Form 734-3122

I would appreciate it if you would appoint Carl Simons to this task force. Carl will provide a coordination of the effort relative to the environmental concerns of noise and air.

The first meeting of the task force is scheduled for 1:30, Wednesday afternoon, September 27. I would appreciate it if you would make the attached packet available to your representative on the task force. Also available for presentation at the task force is a film I have obtained from the CALTRAN which was taken of the TSM Management Program operating in San Fransisco.

R. N. Bothman
Administrator

RNB/ke

Attachment

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
METROPOLITAN BRANCH
5821 N.E. GLISAN, PORTLAND, OREGON 97213

September 12, 1978 Telephone 238-8226

Mr. Peter Cass
General Manager
Tri-Met
4012 Southeast 17th
Portland, OR 97202

Subject: Interstate 5 Transportation Systems Management Program

The Oregon Department of Transportation proposes a Transportation Systems Management program for the Interstate Bridge/Marquam Bridge section of Interstate 5. This program has been developed in response to concerns of the Federal Highway Administration that the traffic congestion on this section of I-5 is becoming excessive. At the same time we are attempting to add additional access ramps to I-5 at Greeley and the East Marquam Bridge.

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Paul Bay has participated in several meetings which have been held to set up the TSM program for I-5. I would appreciate it if you would appoint him to the task force to represent Tri-Met.

The first meeting of the task force is scheduled for 1:30, Wednesday afternoon, September 27. I would appreciate it if you would make the attached packet available to your representative on the task force. Also available for presentation at the task force is a film I have obtained from the CALTRAN which was taken of the TSM Management Program operating in San Fransisco.

R. N. Bothman
Administrator

RNB/ke

Attachment

1859
ROBERT W. STRAUB
GOVERNOR

Department of Transportation
METROPOLITAN BRANCH
5821 N.E. GLISAN, PORTLAND, OREGON 97213

September 12, 1978 Telephone 238-8226

Mr. Lloyd Anderson
Executive Director
Port of Portland
700 Northeast Multnomah
Portland, OR 97208

Subject: Interstate 5 Transportation Systems Management Program

The Oregon Department of Transportation proposes a Transportation Systems Management program for the Interstate Bridge/Marquam Bridge section of Interstate 5. This program has been developed in response to concerns of the Federal Highway Administration that the traffic congestion on this section of I-5 is becoming excessive. At the same time we are attempting to add additional access ramps to I-5 at Greeley and the East Marquam Bridge.

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Ken Johnson has participated in several meetings which have been held to set up the TSM Program for I-5. I would appreciate it if you would appoint him to the task force to represent the Port of Portland.

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R. N. Bothman
Administrator

RNB/ke

Attachment

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
METROPOLITAN BRANCH
5821 N.E. GLISAN, PORTLAND, OREGON 97213

September 12, 1978

Telephone 238-8226

Mr. Glen L. Green
Division Administrator
FHWA
390 High Northeast Equitable Center
Salem, OR 97301

Subject: Interstate 5 Transportation Systems Management Program

The Oregon Department of Transportation proposes a Transportation Systems Management Program for the Interstate Bridge/Marquam Bridge section of Interstate 5. This program has been developed in response to concerns of the Federal Highway Administration that the traffic congestion on this section of I-5 is becoming excessive. At the same time we are attempting to add additional access ramps to I-5 at Greeley and the East Marquam Bridge.

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Form 734-3122

Ernie Valach has participated in several meetings which have been held to set up the TSM Program for I-5. I would appreciate it if you would appoint him to the task force to represent the FHWA.

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R. N. Bothman
Administrator

RNB/ke

Attachment

626-1904
(155)

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
METROPOLITAN BRANCH
5821 N.E. GLISAN, PORTLAND, OREGON 97213

MA PDM PDE TSE SPC
ODOT - METRO
SEP 13 1978
AM PPS ebg FILE T/A

September 12, 1978

Telephone 238-8226

Mr. Dick Carroll
Washington Division of Highways
4200 Main Street
Vancouver, WA 98663

Subject: Interstate 5 Transportation Systems Management Program

The Oregon Department of Transportation proposes a Transportation Systems Management Program for the Interstate Bridge/Marquam Bridge section of Interstate 5. This program has been developed in response to concerns of the Federal Highway Administration that the traffic congestion on this section of I-5 is becoming excessive. At the same time we are attempting to add additional access ramps to I-5 at Greeley and the East Marquam Bridge.

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To assist with guiding this effort, I have established an I-5 Task Force of ten members representing the Oregon Department of Transportation, City of Portland, Multnomah County, Tri-Met, Port of Portland, CRAG, DEQ, Washington Department of Transportation, and the Federal Highway Administration.

I invite you to participate on the task force. I do believe there is a definite tie with the effort underway in the state of Washington on I-5 and that the two efforts of managing I-5 should be coordinated very closely.

The first meeting of the task force is scheduled for 1:30, Wednesday afternoon, September 27. I have attached a packet pertaining to the task force. Also available for presentation at the task force is a film I have obtained from the CALTRAN which was taken of the TSM Management Program operating in San Fransisco.

R. N. Bothman
Administrator

RNB/ke

Attachment

326-1978
(100)

STATE OF OREGON **INTEROFFICE MEMO**

Metro Branch
DEPT.

238-8244
TELEPHONE

TO: THE FILE

DATE: September 11, 1978

MA PDM PDE TSE SPC
ODOT - METRO
SEP 13 1978
AM PPS abq FILE T/A

FROM: DON FANTZ Donald E. Fantz
Project Coordinator

SUBJECT: Meeting at Port of Portland
Basin/Going Project

In attendance were Jim McClure and Don Fantz for ODOT, and Jay Buechler, John MacGregor and Carl Jonasson for the Port. The purpose for the meeting was to confirm what the Port expected to do in filling the lagoon and its relationship to the project schedule. The Port has intended to use right-of-way as its part of the matching funds for the project.

The Port now has a channel maintenance permit from the Corps to place dredge material in that part of the lagoon. Don Keyes from Salem ODOT has contacted the Corps of Engineers (Roy Schram) and determined that a new permit probably will not be needed. Carl Jonasson has confirmed this and also stated that the City's conditional use permit still is in affect to make the fill. The area of the Anchor Street extension would not be the Port's to give to the City until it was filled to elevation 17. The land could then be purchased from the State Land Board. Carl Jonasson indicated that there would be settlement and that there should be foundation exploration and the fill probably surcharged.

We discussed the relationship to the project scheduling based on a concurrent completion date of the two projects. The Port's question is how soon would their portion of the fill have to be in place? Our current schedule showed an April 1980, Greeley/I-5 contract date with an estimated two year construction time to the Spring of 1982. To allow a one year period for settlement of material placed by the contractor, we indicated that concurrent projects starting dates would be necessary. Jim suggested that if the Port could come to agreement with the State Land Board for the purchase of the land before being filled, the Port's part of the fill could then be placed after the contract date. Some discussion ensued on what the cost estimate included. It appeared from the preliminary design map that we assume the total fill would be placed by contract. This point will have to be investigated further. There was also a question of whether our estimated right-of-way cost included the area of the Anchor Street extension. The State Land Board has revised their policy of assessing the value of land to include the influence it has on adjacent lands.

We continued to discuss the filling process and the relationship to the construction schedule. The Port would proceed to fill the lagoon under their permits to the elevation 17 feet. Upon completion of the fill, the

Port would acquire the land from the State Land Board and transfer to the City as their part of the matching funds for the Basin/Going project. The contracts would probably be let concurrently to allow for fill settlement time of the lagoon fill and to allow disposal of waste material from the Greeley/I-5 project. The matching funds, or in this case, the partially filled lagoon area would have to be available at this time.

cc: Bob Bothman
Jim McClure

po

9-49

5

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 16, 1978

TO: G. L. Green, Division Administrator
Federal Highway Administration

NOTED
E. S. HUNTER

Original Signed By
D. E. Swan

FROM: D. E. Swan
Federal Aid Manager

SUBJECT: Study Report & Location/Design Approval
Project No's. M-9926(1) & M-9945(1)
Basin-Going & Greeley/I-5 Sections
City Streets (FAU 9926 & 9945)
Multnomah County

Attached for your information is a copy of the study report with supporting documents for the combined two subject projects to aid you in your evaluation to determine if the final EIS adequately addressess the proposed location/design.

Upon FHWA's adoption of the final EIS we request location/design approval and authorization to proceed with the portion of preliminary engineering including utility and railroad preparatory work and archeological salvage under the subject projects necessary to obtain PS & E approval at an estimated total cost and obligation of Federal funds as follows:

Project No.	Total Cost	Federal Funds
M-9926(1)	$ 10,000	$ 8,550
M-9945(1)	40,000	34,320
Total	$ 50,000	$ 42,870

JLG:tmw
Attachment
cc: H. S. Coulter
E. S. Hunter
F. E. Terpin
Gary Potter
J. H. Versteeg
Walt Hart
Max Klotz (Metro)
E. L. Hardt (Region 1)
W. Wakerlig

RECEIVED
TECHNICAL SERVICES
AUG 16 '78
REFER TO
FOR

9729

5

Form FHWA 121 (Rev. 8-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE - Salem, OR 97301

DATE: July 13,1978 14

In reply refer to: HPD-OR

SUBJECT: Interstate Br.-Marquam Bridge Section I-5 Freeway Improvement and Ramp Control Study Swan Island/Transportation Access - M-9926(1) and M-9945(1)

FROM: G. L. Green, Division Administrator

TO: Mr. F. B. Klaboe, Chief of Operations
Oregon Dept. of Transportation
Salem, Oregon

copies
CON 21-2
I-5, E.
#9380

Your June 26, 1978, letter presents a list of scheduled actions you propose that would respond to the deficiencies on the subject section of existing I-5 in Portland. You also requested FHWA approval to proceed with final EIS development for the Swan Island Transportation Access project and FHWA agreement to future approval of a preliminary engineering project on I-5 which covers the traffic study and subsequent phases of your proposal.

Based on your submission and the information previously furnished concerning noise mitigation planned by the City of Portland along N. Going St. the project activities on the Swan Transportation Access project may proceed to develop the final EIS.

Our approval of the FEIS and subsequent granting of additional access to I-5 will be based on two factors: (1) an acceptable FEIS, and (2) the progress and degree of commitment that has been attained in developing improvements to the I-5 corridor. We would expect by that time that TSM improvements including ramp control measures will have been developed and that major capital improvements will be identified along with funding sources.

With respect to Federal-aid financing of preliminary engineering, Federal-aid Interstate funds would not be eligible for that portion of the work you identify as Phase I preliminary engineering. Once specific improvements have been identified and determined eligible for FAI funding, the subsequent preliminary engineering work would be eligible for FAI funding. A source of funding for the Phase I activities could be HP&R.

Your traffic and design studies should be broad enough to include traffic on the arterial street system. Also, an evaluation of the feasibility of an HOV lane in the I-5 corridor should be one of the specific efforts.

NOTED
F. B. KLABOE

Issues concerning the details of the Swan Island transportation EIS remain to be resolved. An early meeting to discuss these issues would be desirable.

Hunter
Please set
up
F.

Our full cooperation is offered as you proceed with this important work.

G L Green
G. L. Green

CC:
Region HED-010.1

7-14
Benco
Hunter
Bothman
Moehring

Please proceed.
I believe we can use some of the savings I have approved in the HPR budget for this study Fred

RECEIVED
DOT OPERATIONS
JUL 14 '78
REFER TO
FOR
Info | Inves | R/C | D/R | Sign | Act | File

9729

CON 21-10-1
Sp.

5

Greeley Ave.-I-5

July 11, 1978

Study Report

Basin Ave. - Going St. and
Greeley Ave. - I-5 Projects

SEE: CON 21-10-1 - Sp. #9378
Basin-Going

9727

5

June 26, 1978

TO G. L. Green, Division Adm.
Federal Highway Administration

FROM F. B. Klaboe
Chief of Operations

SUBJECT Interstate Br./Marquam Br. Section
of Interstate 5
Freeway Improvement & Ramp Control Study

copies 2
CON 21-2
I-5, E.4
&
9380

A transportation systems management program has been developed for the Interstate Bridge/Marquam Bridge section of Interstate 5 in Portland Oregon. This program has been developed in response to your letter of April 24, requesting that a specific action plan for I-5 be undertaken immediately and in response to our meeting with Mr. Lindberg and yourself May 25 at which time, Mr. Lindberg indicated that the state should provide a listing of actions and improvements it would propose to take in order to meet FHWA concerns about congestion on I-5, including the timeframe when actions and improvements would be implemented.

The purpose of the meeting May 25, was to resolve the questions raised in your letter of April 24 and to gain approval to proceed with the Greeley ramp project to final environmental impact statement, design approval and construction. It is my understanding, with an agreed upon program to address the traffic on I-5, that approval would be forthcoming to continue work on the Greeley ramp project which has been carried through the draft environmental impact statement to a hearing.

Attached is the program and schedule for a proposed preliminary engineering project on the Interstate Bridge/Marquam Bridge section of I-5. The preliminary engineering program is broken into two phases. In the first phase a task force consisting of city, county, Tri-Met, Port of Portland, ODOT, State of Washington, and FHWA representatives would be established. A four-month traffic study would consider freeway improvements and management techniques (ramp control). A design review would consider alternatives to respond to the findings of the traffic studies. This total effort would require six months. Attached is draft proposal for the traffic study. A preliminary evaluation accomplished to identify the capacity problems and possible solutions on I-5 indicate that there are definite improvements which are feasible to balance the I-5 freeway capacity between the Interstate Bridge and the Marquam Bridge. The purpose of the Phase 1 preliminary engineering is to identify immediately low cost improvements, major capital improvements, and ramp control projects to address the traffic on this section of I-5. The intent is to provide a balanced freeway facility between the control established by the Interstate Bridge and the Marquam Bridge.

At the end of Phase 1 preliminary engineering, Phase 2 preliminary engineering would be initiated consisting of three separate efforts. The first effort would implement immediate minor improvements such as restriping to provide additional lanes, minor widening to provide additional lanes, and perhaps an isolated ramp metering project. The second effort would initiate major improvements project(s). These major projects are located between the Marquam Bridge and the Fremont Bridge. Initial reconnaissance efforts indicate that auxiliary lanes can be provided between the Marquam Bridge and the Fremont Bridge at a cost of $5 to $10 million. The third effort of Phase 2 preliminary engineering would initiate project(s) for ramp control and ramp reconstruction. Initial reconnaissance efforts indicated that ramp metering is feasible and will be necessary in order to effectively maintain a satisfactory level of service on this section of I-5, even with the minor and major improvements.

The overall intent of this program is to first evaluate, after the collection of a substantial amount of information, the current operating characteristics and capacities of this section of I-5 and to identify and implement the necessary improvements to provide a balanced capacity on the entire link. Once that has been accomplished, the intent is to properly operate the section at a reasonable level of service (service level D or better).

The Oregon Department of Transportation is committed to developing a balance on the existing I-5 freeway facility between the Interstate Bridge and the Marquam Bridge. This is consistent with the Regional Transportation Planning effort by the Metropolitan Planning Organization which calls for maximum utilization of existing corridors and at the same time discourages the development of new corridors. Therefore, it is essential that FHWA take a positive position in balancing the existing system considering the major revisions which occurred to the Regional Transportation Plan in 1975 which removed a considerable number of major freeways.

Recent interviews with representatives from Caltran in both Los Angeles and San Francisco, indicate that potential does exist to provide for management of the traffic accessing the freeway in such a way as to increase the capacity of the freeway. The intent of this program is to maximize the use of the capital facility that can be developed in the I-5 corridor.

Consideration will be given at all times to maximizing transit and use of carpools in order to more efficiently utilize the vehicle capacity of the capital facility.

Tied to the effort by the Oregon Department of Transportation are separate efforts by the city of Portland, Port of Portland, and Tri-Met to reduce the auto demand and increase the transit usage. These programs consist of re-evaluation of the types of employment adjacent to I-5 (Swan Island), to provide for a parking and circulation study of the Swan Island Industrial area, and to implement on January 1st an aggressive transit improvement program to provide additional service to the Swan Island Industrial Park.

I would like to again emphasize the commitment by the city of Portland, the Port of Portland, and Tri-Met, which is contained in a resolution of understanding adopted by those jurisdictions to actively maximize the transportation facility involved in order to provide for the necessary economic development.

The attached I-5 improvement schedule indicates a relationship of the several activities relating to the preliminary engineering program proposed for I-5. The major controlling consideration is the construction of I-205 freeway scheduled for completion in early 1982. With that major north/south link in operation in 1982, it would be ideal to implement the I-5 improvements and the Greeley ramp access. In discussing with Caltran representatives in San Francisco and Los Angeles, it is very evident that the implementation of capital improvements and ramp controls would be best received by the user at the time the I-205 freeway relieves the I-5 traffic. The traffic on I-5 is projected to continue to increase and reach today's levels in the future. The point is that this increase would occur with the new capital improvements and ramp controls in place and the traffic patterns would be developed under those conditions which will establish the major north/south corridor from the central business district to the north for the future.

Two other projects are definitely related to the proposed TSM program for this section of I-5. Currently under preliminary engineering is the reconstruction of the Oregon Slough Bridge and Union Swift Interchange. This project provides for a major capital improvement to increase the current capacity (bottleneck), improve the grade and alignment for safety and rebuild the ramps to accommodate the traffic and safety demands. This project is currently considering metering on the three interchanges involved and will require coordination with the study of the entire section. Being programmed after approval by the Transportation Commission February 26, is the Marquam Bridge ramp project initiated to complete the access originally planned at the east end of the Marquam Bridge. That project will require management of the traffic accessing the freeway, requiring the project to be tied into the overall TSM project. It is my intent that the TSM project will encompass these two major capital improvement projects and address the traffic management of the access to the freeway system at those two locations.

I have included additional documentation which has been submitted to you earlier for your reference to delineate the reconnaissance work that has been accomplished by the local jurisdictions and ODOT in the preparation of the program.

I seek your approval to proceed on the basis of the attached schedule. This will require approval of a preliminary engineering project on I-5 when submitted.

I also request the approval to proceed with the Greeley ramp project to final environmental impact statement, design approval and construction. It is necessary to immediately advance this project in order that we can reasonably assume completion in 1982 so that the overall program can be accomplished.

I want to express my appreciation for the cooperation of your staff and yourself as well as the Washington staff of FHWA for assisting ODOT in the advancement of this aggressive program to develop a satisfactory facility on I-5 in Portland.

Attachments

cc: R. Burco
E. Hunter
R. Bothman
H. Versteeg
G. Potter
J. Boyd
D. Moehring

PROPOSAL FOR FREEWAY IMPROVEMENT AND RAMP CONTROL STUDY

I-5

Marquam Bridge to Interstate Bridge

Analysis of traffic volumes on the existing I-5 freeway shows that some form of ramp control is necessary to maximize efficiency of freeway operation. In order to do this, it is necessary to collect travel data on specific trouble segments. Ramp control systems are certain to become more prevalent in the coming years because highway construction costs are increasing and available construction funds are decreasing. Many governmental agencies will turn to ramp control systems to gain better utilization of existing freeways. It should not be assumed, however, that ramp metering will be a substitute for additional freeway lanes.

Before any freeway control system can be designed or implemented a number of engineering studies must be performed to establish an inventory of existing conditions. This inventory can be valuable in the identification of existing problems or the potential for future problems. An inventory of existing traffic conditions before metering operations begin also enables the effectiveness of the control policies and strategies that have been selected to be evaluated after their implementation. The following engineering studies are necessary to design and implement a successful ramp metering operation:

ORIGIN-DESTINATION STUDIES

The origin-destination studies generally consist of gathering and analyzing data, number, and type of trips from selected zones of origin to selected zones of destination. Many different methods have been used to obtain the O-D data required for the design or evaluation of ramp control systems. This study proposes to use a roadside distribution of O-D questionnaires. This method consists of handing the drivers short questionnaires. These questionnaires are generaly preaddressed to the study agency and postage paid to encourage a high rate of return. The principal advantage to this method over the roadside interview is that vehicles are stopped for only a few seconds, the time required to give the driver a questionnaire. In fact, questionnaires can be distributed to slowly moving vehicles thereby not requiring drivers to stop at all. Another means for obtaining O-D data that does not interfere with the flow of traffic is called the lights-on method. Vehicles entering the freeway at key ramp locations are requested to drive with their lights on for a specific period of time. Observers are also stationed at all freeway exits within the study section. These observers count the number of cars with their headlights on that exit at their stations. This method is fairly good information on distribution of the exit ramps for any particular entrance ramp. However, actual origin or destination of the trip is not obtained by this method.

SAFETY ANALYSIS

Accident records will be analyzed to determine the locations and type of accidents that occur. Records for the last three or four years will be analyzed. The primary purpose of this review is to identify the major cause of accidents at selected locations.

STUDIES OF FREEWAY CONGESTION AND PERFORMANCE

Congestion is a situation that often occurs on urban freeways and is identified by slow travel speeds, stop-and-go driving, increased travel times, and more frequent occurrance of accidents. Information needed to measure freeway system performance and congestion are:

1. Volume
2. Speed
3. Travel Time
4. Delay
5. Density
6. Total Travel
7. Total Travel Time

Volume - Volume is a rate of flow measured at a point. This measure by itself does not indicate how well the system is operating since volumes of less than 1,800 vehicles per lane per hour can mean that either the freeway is congested or free flowing. This measure of performance will be used with another measure such as speed or density.

Hourly traffic volumes on freeway ramps and at permanent recorder locations on the freeway are available from the traffic unit. This information will be compiled for further analysis. Additional data in the area of a traffic bottleneck will be collected. Traffic volume counts on the freeway at several selected locations will be made in five-minute increments through the peak period. Traffic counts will be made by lane. This data will be used with several other performance measures collected.

Speed and Travel Time - Instantaneous spot speed will be obtained from the freeway overpass vantage points. These will be taken at the same five-minute intervals that traffic volumes are recorded during the peak period. This information, combined with volume, will provide needed information on the performance of the freeway. Travel time runs by use of a moving vehicle will also be required. Several runs over the entire length of the study section are needed to indicate areas of high congestion and bottlenecks as well as correlate spot speed data. Travel time runs will also be made on parallel routes within the corridor.

Delay - Delay is defined as the amount of time that a standard level of service is not provided. Delay can be determined from the difference between desired and actual operating speed.

Density - Another major traffic parameter in addition to volume and speed is density. Density is a measurement of vehicles per lane over a unit length of roadway. Density = volume/speed. Density information will be collected from the same vantage point of the freeway as the volume counts are made. A 35 mm photograph will be taken of the freeway area every five minutes. The field of view should cover at least 500 feet in length. Density measurement is obtained by counting the number of cars between two reference points a known distance apart on the roadway or shoulder. Speed data is obtained with radar or speed meter. The speed readings are made at five-minute intervals to correlate with the photographs. This data will be summarized to develop density-speed and density-volume relationships.

Total Travel - The total amount of traffic carried is called total travel and is expressed in vehicle-miles per unit of time. Total travel is not measured in the field but is a combination of other measures.

Total Travel Time - Total travel time represents the amount of time spent by all motorists using the system and is expressed in vehicle-hours per unit of time. Total travel time is an important measure of the performance of the entire freeway system.

PUBLIC TRANSIT STUDIES

The collection and examination of information about public transit routes will be made. Information about transit operations will be particularly valuable during the planning and process for ramp metering. Procedures that might be used to facilitate transit operations are; converting to less congested ramps, using ramp control, or give preference to transit vehicles. Also, the origin-destination information from the passenger car drivers may help in setting up new transit routes.

DISCUSSION

The primary purpose of this study is to develop a balanced freeway system between the Marquam Bridge and the Interstate Bridge, and to utilize that system at its maximum efficiency. Detailed data collection will be undertaken at severe congestion points and at key ramp locations. It is suggested that the entire length of I-405 and the Banfield Freeway from I-5 to 82nd Avenue also be included as part of this study area. Figure 1 shows the time required to gather the various compliments of data necessary for the I-5 corridor study. Table 1 shows the man-months and total time required to complete the data collection and develop my recommendations. If the Banfield corridor were included in this study, the time required would be approximately double in time estimated for the I-5 study.

ODOT
js
6/21/78

FIGURE 1

DATA COLLECTION

I-5
Marquam Bridge - Interstate Bridge

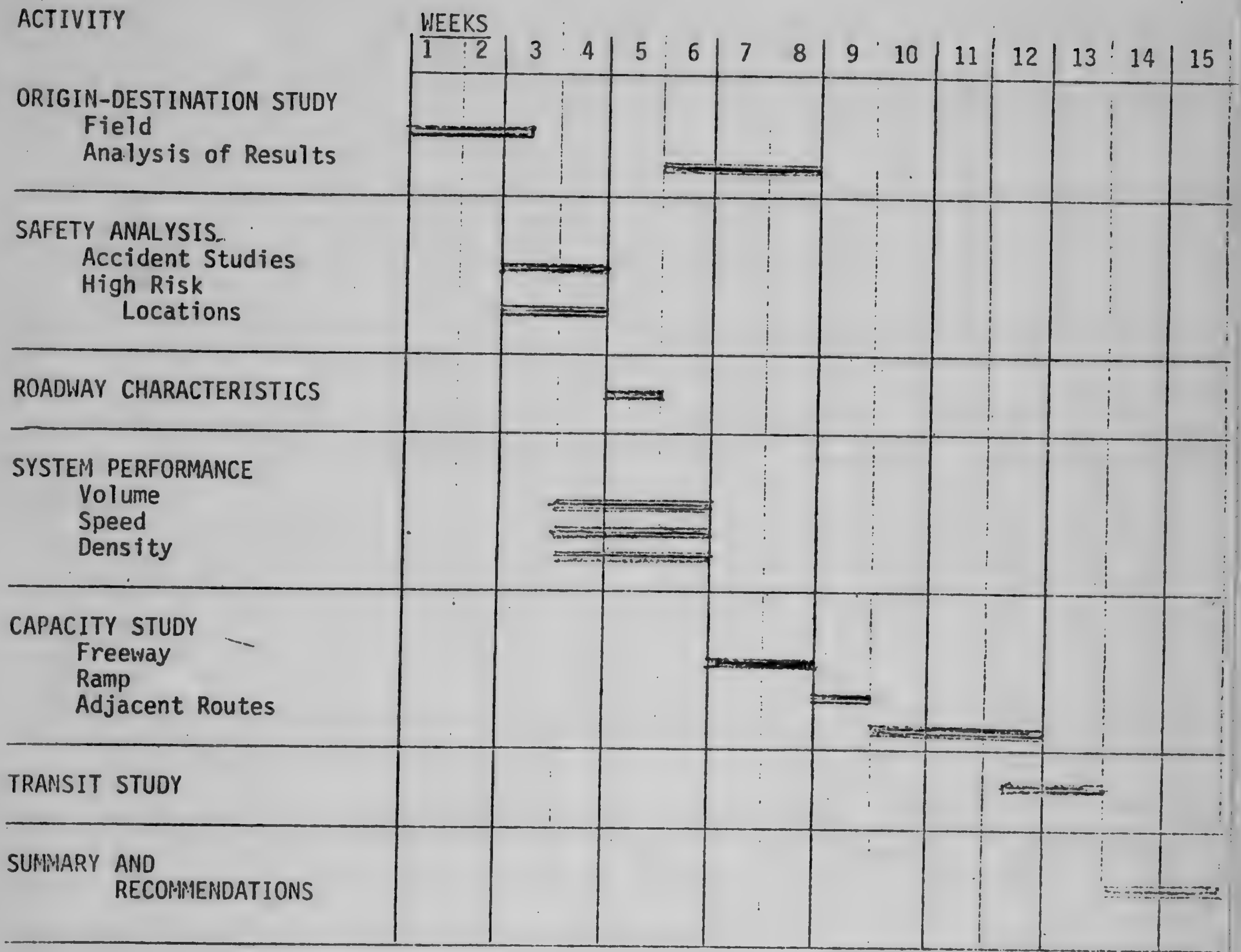

TABLE 1

MANPOWER REQUIREMENTS
for
Data Collection

PHASE	PERSONS REQUIRED	TIMEWEEKS	MANWEEKS
ORIGIN-DESTINATION STUDY			
Field	6	2½	15
Analysis of Data	2	3	6
SAFETY ANALYSIS	2	2	4
ROADWAY CHARACTERISTICS	1	1	1
SYSTEM PERFORMANCE			
Field	4	1	4
Office	2	2	4
CAPACITY STUDY	2	3	6
TRANSIT STUDY	1	1½	1½
SUMMARY	2	2	4
			45½

FORM 61-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
SALEM, OREGON
June 20, 1978

FILE:

A D Olson

FROM: A. D. Olson
Preliminary Design Engineer

TO: MEMO TO THE FILES

SUBJECT: I-5 Capacity Study
Interstate Br-Marquam Br.
Pacific Hwy (I-5)
Multnomah County

This is to summarize the identified capacity problems and possible solutions on I-5 between the Interstate Bridge and the Marquam Bridge.

At the north end the area including the Denver, Swift, Union Avenue interchanges and the Slough Bridge are currently being studied to develop a long term solution. This may include ramp metering at these interchanges and on Hayden Island.

Other identified capacity problems are between Lombard and Portland Boulevard interchanges, southbound between the Going on-ramp and the Fremont Bridge off-ramp, on the mainline structure through the Fremont Interchange from the proposed Greely ramps south, through the Broadway-Wiedler interchange south to the Morrison Bridge ramps and at the southbound approach to the Marquam Bridge

A review of the existing controls - offsets to bridge columns, bridge widths, shoulder and median widths - indicates that by use of minimum offsets to existing columns, barriers, walls and curbs it would be possible to add standard width lanes to help each one of these areas except between the Broadway on-ramp north to the Fremont Bridge, from the Morrison on-ramp north to the Wiedler off-ramp and at the sourthbound approach to the Marquam Bridge. In the last case, it would be possible to restripe the area to provide 3 lanes in 32 feet as is presently used on the northbound ramps off the Marquam Bridge.

At the Morrison and Broadway on-ramps, it might be possible to provide some relief by ramp metering. A construction solution to each of these is possible in the $3,000,000 - $4,000,000 range.

The existing facility has PCC lanes and AC shoulders and median. The shoulders and median have 4 inches of AC and granular base to the same depth as provided under the PCC. In all instances where lanes are added traffic will be using these areas. In order to get the needed additional strength it will be necessary to either dig out enough to put in PCC or dig out deep to replace or stabilize the base material.

In order to restripe effectively the roadway should be overlaid if black median and shoulders are to be used. If PCC is used the construction joints may cause some confusion, especially in the rain.

No estimate has been made of the cost of adding the lanes by reducing lateral clearance.

ADO:ck

Greeley/I-5 Ramp
Interstate I-5
Portland, Oregon

This briefing is being held to layout the City and State's proposal for the development of an additional ramp to the Interstate system in Portland to serve the Swan Island Industrial Park.

The briefing specifically is in response to Glen Green's letter of April 24 and Mayor Goldschmidt's discussion with Administrator Cox.

The discussions outlined in Mr. Green's letter involve FHWA's concern that none of the alternatives evaluated for the Greeley ramp project "provide responsive solutions to the two major issues involved; (1) the relation of I-5 to improve access to Swan Island, and (2) relief to the traffic related impacts of North Going Street".

The Oregon Department of Transportation has completed the draft environmental impact statement and has conducted the hearing on this project. The DEIS does cite the inability of I-5 to handle peak hour traffic volumes. Interstate 5 is identified as the constraint to the growth on Swan Island.

The DEIS indicates a 33 percent increase in peak hour traffic volumes on North Going Street. The probability of further deterioration to residential to residential areas is indicated. Some improvement in the worst night-time noise is predicted; however, this is not identified as a major benefit and maximum design noise levels will still be exceeded at the worst site.

For these reasons, the FHWA has seen it necessary to suspend further activities on the project and specifically state the need for some more positive direction to assure the continued functioning of I-5 at a reasonable level of service.

FHWA has noted that there are transportation options which hold promise for some responsive solutions to the I-5 issue and to improve Swan Island access. These options include a broad range of Transportation Systems Management strategies and capital improvements to I-5 and other facilities. FHWA has indicated the need to immediately provide for the analysis to evaluate these options and to develop a specific action plan for I-5.

In the Mayor's discussion with Administrator Cox, an attempt was made to point out the importance of the Swan Island Industrial Park development to the city of Portland. The Swan Island Industrial Park is located centrally within the Portland Urban area and its accessability to major highway, railroad and water transportation systems contribute to its position as a major transport and distribution center. Currently, 251 acres of the 576 developable acres on the island are not being developed contingent upon the development of an improved access. This undeveloped 251 acres constitutes a large portion of the central Portland's close in, vacant industrial land.

North Going Street access has capacity to support Swan Island's current development as well as the capacity to support some limited additional development. It does not have sufficient capacity to support the full development of the island. A major problem rests with the adverse impacts of this industrial access through a residential area.

Currently, approximately 7,000 persons are employed in the Swan Island Industrial Park. Adopted policies by the Port of Portland, which owns the land on Swan Island, and the City of Portland have established limitations on additional development due to the traffic related environmental impacts on the residential neighborhood.

Full development of the Swan Island Industrial Park would lead to an employment level of approximately 13,000 employees. The proposed Basin/Going and Greeley/I-5 projects have the capacity to serve this higher employment figure.

The Mayor's request was to provide for a funding of the project with Interstate funds because it is apparent that the design and function of the proposed project is one which is an intrical component of the Federal Aid Interstate system. The Mayor's presentation focused on Interstate funding based upon three elements: (1) The effective and efficient use of the Interstate highway system; (2) Improvements in the level of transportation service provided by the project to the Interstate system and related arterials; and (3) Improvements in air quality.

A case to prove the desirability for the development of Swan Island insofar as its relationship to the Metropolitan Portland Transportation System can be shown. The advantages generally center on the integration of freight movements, essential automobile traffic and regional transit. The location of Swan Island in relationship to I-5 does provide for sufficient efficiencies of both intracity and local goods movement. If the development of Swan Island does not occur, there will be future direct costs related with necessary improvements to the highway system to accommodate the necessary freight movements of a longer nature which would occur in more remote areas of the region. The impact on I-5 would be aggravated from more dispersed, uncontrolled employment areas. Transit and TSM can be focused with local regional and State commitments.

Employment concentrations on Swan Island, which is centrally located within the region, will result in not only shorter automobile trips for employees but to the extent that the dispersion of such activities might occur along side I-5, reduce traffic congestion on the Interstate system. Therefore, it's felt that the development of Swan Island will actually reduce future congestion on the Interstate system.

The ability to provide transit in Portland is substantially improved by the central location of the industrial areas. The ability of transit to improve its percentage of use is greater with the additional development of Swan Island.

It's my contention that the analysis in the DEIS provides for a relatively minor improvement to the level of congestion on I-5. Granted, it shifts the congestion points but does provide for a minor improvement. The Greeley/I-5 project will result in several improvements to traffic on I-5 and I-405. Although congestion will remain on I-5 at several locations, this is due to forecast increases in traffic volumes on the entire Interstate system rather than the introduction of the Swan Island related improvements. Moreover, due to the shift in Swan Island related truck movements from North Going Street to Greeley Avenue, adverse noise impacts upon the residential neighborhood along Going Street will be stabilized. Finally, Greeley/I-5 will mean a more effective and efficient use of two important city arterial streets, North Going and North Greeley streets, as they relate to movements to and from the Interstate system.

From the City's point of view, the continued development of Swan Island is contingent upon the accomplishment of the proposed Basin/Going and Greeley/I-5 highway improvements. Given the function of the proposed Greeley/I-5 project, it is clear to them that financing through the Federal Interstate Aid program is critical. Approval of the eligibility of Interstate funding for this important project by the U.S. Department of Transportation is a key to the future development of Swan Island.

I would like to back up and provide to you a minimum briefing on the transportation plan for the city of Portland. In the Portland area, we did have an adopted transportation plan that provided for a freeway system that would serve the needs of the expanding region. This called for an additional 92 miles of freeway in Portland. In 1975, this plan was scrapped and the region took a new direction to provide for its transportation needs. That direction provided for additional needs of the region. This move, of course, has now proven very timely as the finances for such a major freeway system have dried up. The environmental considerations now pretty well preclude the development of the types of freeways that were considered in the 1960's through the Portland neighborhoods. The environmental considerations of air quality as well as energy consumption really precludes the total dependence on the automobile. With this setting, the region has set about to develop a more balanced distribution of trips between autos and transit. The region is planning for both land use and transportation in its regional plan. Therefore, as these policies relate to the Interstate system, an attempt should be made to maximize that facility with the possibilities of additional facilities near impossible.

At the same time, the State is seeking to maintain its Interstate and Primary routes in an operative condition. Regionally, an effort to concentrate employment in the central business district and central industrial areas is being made. At the same time, the residential growth is still continuing to occur on the fringes of the region. The result is a major demand on the highway facilities and transit facilities to accommodate that trip from the suburban area to the central business and industrial areas.

This relates specifically to the future of Swan Island and other core area sites. The planning for the development of Swan Island dates back to the early 1960's. These efforts were focused primarily on providing a second access to the island. All efforts to provide for a second access to the island via either a tunnel through North Portland or a bridge across the Willamette River were proven uneconomical and unrealistic. Therefore, the effort turned in 1974 to a solution to provide additional access to Interstate I-5 to the east.

The provisions for an access are complicated because of a viable neighborhood area that lies between Swan Island and the Interstate system. An attempt was made to provide for a way of directing traffic around the neighborhood. The solution has been to utilize an old connection to Swan Island built during the war when shipyards were developed there prior to the Interstate freeway system;

that is, a utilization of the four-lane section of Greeley Avenue unused today and connect that facility to the Interstate system in the vicinity of the Fremont Bridge.

A task force appointed by the city council, originally chaired by the preceding mayor of the city, worked for the last four years in an attempt to pull together the development of Swan Island by the Port of Portland, with the critical activities of the transit district to provide transit service to the island, the activities of the City of Portland to maintain the livability of the neighborhood and provide for the economic development of the City and the Oregon Department of Transportation in the development of the freeway and major arterial road system in Portland.

This task force has worked extensively to try to pull together all these agencies that have a common goal; that is, to provide for the full development of Swan Island without having an adverse impact on the neighborhoods.

I think the case can be made, as I've alluded to in the Mayor's discussion with Administrator Cox, that Swan Island Industrial Park should be developed to its fullest extent and that that effort is to the benefit of the entire region from both land use, employment, environment and transportation points of view.

Specifically addressing the two points in Mr. Green's letter; first, talking about the traffic related impacts on North Going Street, those are being addressed with a project underway within the City of Portland Bureau of Planning with recent EDA monies made available by President Carter's announcement when in Portland that funds have been made available for a noise mitigation project on Going Street. The City has proceeded sufficiently along to develop a preliminary proposal calling for noise mitigation measures on the street which will resolve those impacts.

The principal remaining question is of the impact of the development of Swan Island on the Interstate I-5 Freeway. Responding to Mr. Green's letter, a feasibility study to provide for a TSM project on I-5 has been initiated and several meetings held to develop strategies to deal with this problem to the satisfaction of the City, Region, State and FHWA. First, we are considering an operation management approach to operating the I-5 Freeway at maximum capacity; that is, a level of Service "D" or better. What has actually occurred in Portland is that our freeway system (a rather efficient one) has been built over the last twenty years based on a series of assumptions, many of which no longer exist, such as several other freeway connectors plus several other parallel freeways. The need, therefore, is to balance the existing system. The Oregon Department of Transportation is committed to proceeding with the necessary steps to balance the system. We've done this by evaluating both the capacities of the entire central freeway system and the projected levels of service on that system. We've found bottlenecks. Most of these bottlenecks can be corrected by minor improvements. As an example, providing two lane offramps, providing auxiliary lanes between a set of on and offramps, extending a three-lane section to the next interchange and restriping or relocating the median barrier to provide for an additional lane through a short section. This can accommodate most of the forecasted traffic congestion and can give us a balanced system. However, we do have sections where this is not possible. We have delineated designs which indicate it is feasible to provide for auxilary lanes, one at a cost of approximately $3 million and one at a cost of approximately $3.5 million. With these improvements, it is possible to provide for a balanced freeway system between the Marquam Bridge on the Willamette River on the south and the Columbia River Bridge on the north, those two being the controls.

Our approach is to establish the capacity levels which can be developed on a balanced system.

The second phase of our effort has been to consider demand management to provide a reasonable level of service on this balanced system. We have identified solutions with ramp metering which indicate on a preliminary basis that it is possible to provide for management of a balanced system at a reasonable level of service. I think I can speak that a commitment is possible from the participating jurisdictions to maintain a reasonable level of service on the freeway. This will meet Federal, State and Local concerns.

We've had a representative of Cal Tran, Gary Bork, come from Los Angeles where extensive ramp metering in freeway management is underway, to brief the agency representatives on that effort. He reviewed the Portland area and has made several recommendations which could lead to a system of providing for managing the Portland freeway system.

Additionally, there has been a major third effort to provide for land use management on the island. The city council has adopted a resolution, the Port of Portland has adopted a resolution, the Tri-Met Board has responded to a resolution and will adopt it at their June Board meeting. This resolution calls for a planning program for the development of the Swan Island Industrial Park which deals with auto, truck and transit access, appropriate land uses, as well as environmental issues and marketing constraints. The resolution calls for a nine point approach to a planning program.

The Port of Portland is committed to reconsider the appropriate lane uses on the island and to develop a parking and circulation plan for the Swan Island Industrial Park. The City of Portland is further committed to proceeding with the noise mitigation project on North Going Street and will be actively moving that project through reality. This program does call for a significant effort by the transit district to improve the transit service to the island.

The fourth major effort is to improve transit service to the island. The Board of the transit district will consider a staff program to provide for express bus lines from the east, southeast and south to Swan Island as well as cross town routes to pick up the inner city radial transit lines and access employees directly to the island. A system of shuttles is proposed from the downtown mall directly to Swan Island. These five different lines will provide a direct access for transit to Swan Island.

It's quite obvious that the project we're talking about today is not just an Interstate ramp project. It's a project that relates to industrial development in the city of Portland, to employment and tax base and the related impacts of an industrial park to a major city.

The project relates to the Port of Portland charged with the industrial development in the city and more specifically the development of Swan Island.

The project is related to the neighborhood environment and the maintaining of the central city neighborhoods which would be seriously impacted without the Greeley ramp project.

The project is related to the development of a transit system and providing adequate transit to the island.

Another major player is the Oregon Department of Transportation and the Federal Highway Administration who are charged with the operation of the freeway system.

I like emphasize that the Oregon Department of Transportation is committed to work with FHWA to develop with the participating jurisdictions a series of strategies for the operation of the Interstate System. This would provide for a commitment by the Federal government, the State, the City, the Port and Tri-Met to maintain a reasonable level of service and to provide the necessary management of the Interstate system.

It's interesting as we delved into this project to discover the need to provide for Transportation Systems Management or operation strategy for the freeway system in Portland particularly with the definite constraints to vehicular travel placed on the region by the transportation plan policies. Swan Island Industrial Park happened to be the first major facility that brought to bear this conflict between operating a system with constraints and meeting transportation demands.

What the Department of Transportation requests is the approval of the Federal Highway Administration to proceed with the development of the Greeley ramp project; that is, to proceed to obtain a recommended alternative from the participating jurisdictions, complete the environmental impact statement and submit that impact statement for approval of the Federal Highway Administration.

At the same time, I would request the Federal Highay Administration to approve a TSM program which would have the purposes of balancing the existing system and developing control strategies to maintain and operate that system at an acceptable level.

This would provide for the implementation of minor spot improvements on the Interstate system, the implementation of some substantial improvements to the system (in the $3 million range), and finally, some type of ramp management program to control the demand on the system.

RNB/ldo
5/25/78

9729 STATE OF OREGON INTEROFFICE MEMO

5

TO: MEMO TO FILE

DATE: June 2, 1978

FROM: ROBERT N. BOTHMAN
Administrator

SUBJECT: Greeley/I-5 Basin Going Project

Met with representatives of FHWA including Mr. Lindberg, Mr. Carter, and Mr. Scott, Washington DC Office; Mr. Cawdrey, Mr. Dykeman, Region Office; Mr. Green, Mr. Valeck, Division Office; ODOT Representatives Fred Klaboe, Hal Versteeg, Adrian Olson, John Hanks, Tom Schwab; City Representatives, Doug Wright, Steve Dotterrer; Port Representative Ken Johnson; Tri-Met Representatives Mike Kite on May 25.

Packets were handed out to Green, Cawdrey and Lindberg which included the typewritten presentation, the Task Force, City, and Port resolutions relative to the joint approach to the Swan Island transportation effort, a draft of the Tri-Met transit proposal for implementation of additional transit service to the island subject to approval of the Tri-Met board at their June meeting, and the City's HCD proposal approved by the President and preliminary noise mitigation study report for Going Street.

I presented the attached briefing (did not follow the script but hit the basic items).

The specific request made was the approval of the Federal Highway Administration to proceed with the development of the Greeley Ramp Project final environmental impact statement, and to proceed with a TSM program for Interstate 5 with a purpose of balancing the existing system and developing control strategies to maintain and operate I-5 at an acceptable level.

Lindberg indicated that it was obvious that the jurisdictions involved with the project had responded aggressively to Mr. Green's letter of April 24.

He indicated that a work plan should be developed to establish the problems, what we intend to do, and a schedule for proceeding with the TSM project on I-5.

He indicated that this work plan would be independent from the Greeley/I-5 Basin/Going Projects. He indicated that the TSM project I-5 work plan would not be part of the final environmental impact statement.

Lindberg indicated that FAI funding for the Greeley ramp would only be available under the provisions of a safety project or an HOV lane project.

NOTED
F. D. KLABOE

01-125-1357

He indicated that a study should be made of the practical use of a high occupancy vehicle metering system on the ramp. He also indicated that the ramps could proceed, however without the HOV lane consideration. He indicated that the HOV's could be either 2 or 3 carpools.

The indication was that the use of buses and carpools as an alternative on the ramp could be developed and included in the final environmental impact statement but was not necessary.

Discussion pursued, the three issues: (1) the Greeley/I-5 project final environmental impact statement, (2) the additional access - both of these decisions which would come at design approval and (3) Federal Aid Interstate Funding which would be based upon design standards.

Lindberg indicated that with transmittal of an implementation plan, not necessarily with typical sections or specifics, and a rough schedule for moving ahead with a TSM project FHWA would approve the completion of the final impact statement.

Lindberg indicated that the TSM project - Ramp Metering, etc. would be applicable for Federal Aid Interstate funding.

Discussion pursued, ramp metering. It was indicated that one or two locations for ramp metering would be acceptable. Green recommended that an I-5 Task Force be established to follow through with the I-5 TSM Project.

A work plan is needed to proceed with the TSM project as well as the work plan for completion of the Greeley/I-5 project and submitted to FHWA as soon as possible.

lh

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Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: June 2, 1978

In reply refer to: HDA-OR

SUBJECT: Meeting, May 25, 1978 - Greeley Ramps/I-5, Portland

FROM : G. L. Green, Division Administrator

TO : M/R

The meeting was held to give the State an opportunity to present to FHWA information relative to Interstate 5 and the Greeley Ramps. Present were:

Oregon Department of Transportation

Robert A. Burco, Director
F. B. Klaboe, Chief of Operations
Robert N. Bothma, Administrator, Metropolitan Branch
J. H. Versteeg, Mgr, Engineering Sec, Ofc of Tech Svcs
Adrian D. Olson, Prelim Design Engr, Engr Sec, OTS
John Hanks, Project Analysis Mgr, Traffic Unit, OTS
Tom Schwab, Traffic Analysis, Metro Branch

City of Portland

Doug Wright, Chief Transportation Planner
Steve Dotterer, Transportation Planner
Don Bergstrum, Traffic Engineer

Port of Portland

Ken Johnson

Tri-Met

Mike Kyle, Transportation Planner

Federal Highway Administration

Harry A. Lindberg, Assoc Admin for Engrg & Traffic Oper
Roger K. Scott, Ch, Env & Public Transp Br, Hwy Des Div, Ofc of Engrg
A. A. Carter, Ch, Traffic Characteristics Br, Traff Perf & Pgms Div, Ofc of Traff Oper
H. A. Dykema, Design/Public Transit Engr, Ofc of Env & Des, Reg 10
G. L. Green, Division Administrator, OR Div
E. J. Valach, Pgm Dev Engr, OR Div

cy Botteman
6-13-78

The State provided an overview of the proposed Greeley Ramp project and also provided information concerning the traffic situation on I-5 and I-405, both present and in 1990. The State persons then presented information concerning possible actions that could be taken to improve the traffic situation on I-5. Under consideration are:

1. Utilizing the existing width on the freeway, to obtain additional lanes. This could be accomplished by adjusting the median barrier and utilizing the shoulders for thru lanes.

2. Major capital improvements to provide additional lanes in critical sections. The cost for this improvement could be as high as $30 million.

3. Ramp meter to maintain a reasonable level of service on I-5.

4. Improved transit service to Swan Island, to reduce the number of automobiles entering that area.

5. A parking and circulation policy on Swan Island and an industrial land-use plan which would emphasize transit and other HOV's.

Representatives from the City, Port of Portland, and Tri-Met indicated that their respective policy bodies had or would pass resolutions supporting Item 5. Other items, such as ramp memtering, will be evaluated with a generally favorable attitude developing toward the concept.

The State also presented information developed by the City, proposing some acquisition of adjacent properties and the construction of noise barriers to reduce the noise impact on properties near Going Street.

Mr. Bothman then raised the question of what would be necessary in order to advance the Greeley Ramp project. Mr. Lindberg indicated that the State should provide a listing of the actions and improvements it would propose to take in order to meet FHWA's concern about congestion on Interstate 5 and the problems associated with Going Street. The Federal Highway Administration would evaluate these actions and take action on advancement of the project. The listing supplied by the State should provide, to the extent possible, time frames when the actions and improvements would be implemented. Mr. Lindberg and Mr. Scott both expressed the opinion that six lanes should be provided on I-5 between the Marquam Bridge and the Interstate Bridges wherever possible. Mr. Bothman indicated he should be able to provide the above information within approximately two weeks.

Mr. Lindberg discussed Interstate funding for the ramps. He indicated that general FAI eligibility for added ramps is restricted to (1) addressing specific existing safety problems, or (2) new access for exclusive use of HOV during peak periods. In either instance, adequate supporting information would be necessary.

G. L. Green

cc:
Wash DC (HEO-1)
Region (HED-010)

9729

15

STATE OF OREGON

INTEROFFICE MEMO

3261987
(420)

TO: BILL TEBEAU
Operations Planning Manager

DATE: May 22, 1978

FROM: ROBERT N. BOTHMAN
Administrator

SUBJECT: Greeley/I-5 Project
Interstate Cost Estimate

As requested in your letter of May 5, I have attached the following information so Interstate funding for the Greeley/I-5 ramp project can be included in the 1979 Interstate Cost Estimate.

1. A 1"=100' map of the proposed plan (Alternative No. 3).
2. A summary of the construction bid items.
3. A parcel-by-parcel right-of-way estimate.

WS/ldo

Attachments

cc: Adrian Olson
Don Byard

MA PDM PDE TSE SPC
ODOT - METRO
MAY 24 1978
AM PPS ebg FILE T/A

[redacted]

NOTED
F. D. KLABOE

RECEIVED
DOT OPERATIONS
MAY 25 '78
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

STATE OF OREG[illegible] INTER[illegible]FICE MEMO 326-1987
(100)

TO: Robert Bothman
Metropolitan Branch Administrator

DATE: May 5, 1978

FROM: Bill Tebeau Bill
Operations Planning Manager

SUBJECT: Greeley Street Ramps

Prepare

I have learned that the Greeley Street ramps have been recently approved for Interstate funding by the Federal Highway Administration. (To include this work in the 1979 Interstate Cost Estimate, which we are now preparing, we need the following listed information:

1. A sketch of the proposed plan. A scale of 1"=100' or a more detailed scale would be fine.
2. A summary of the construction contract items. (We are required to apply the unit prices which are being justified with the Federal Highway Administration.) However, there may be some items such as clearing and grubbing, utility adjustments, etc., which would be estimated on a lump sum basis. The cost of these items should be based on the average price level experienced on Interstate construction in calendar year 1977.
3. A parcel by parcel right-of-way estimate which includes any demolition costs.

JR:cw
cc: Adrian Olson
Don Byard

Wayne
Prepare

Schultz
send 5/8

[illegible]

1979 INTERSTATE COST ESTIMATE

Card Type	71	2
Work Class	08	4
Sub-Work Class	0	5
Route Designation	A	6
Estimate Section (Beginning Terminus)	301.91	11
Roadway Element	0	12
Allowance (%)	20	14
Name and Number of Interchanges if work class 08 E. FREEMONT	01150	19

	ITEM	QUANTITY
MOBILIZATION (LUMP SUM)	18000 30 34	319.000 38 48
TEMP PROTECTION & DIRECTION OF TRAFFIC (LUMP SUM)	30 34	200.000 38 48
TEMP SIGNS (SQ FT)	30 34	1800. 38 48
TEMP. CONTINUOUS RAIL (IA LIGHTED) (LIN FT)	30 34	3700. 38. 48
TRAFFIC BARRIER (REFLECTORIZED) (LIN FT)		500.
FLAGMEN (HRS)		2500.
CLEARING & GRUBBING	13000	10.000
FINISHING ROADBED & SLOPES (LUMP SUM)		8.800
BREAKING A.C. PAVEMENT	12714	16772.
EMBANKMENT IN PLACE	1[illegible]214	67520.
GENERAL EXCAVATION	10112	4010.

1979 INTERSTATE COST ESTIMATE

Card Type	71	2
Work Class	08	4
Sub-Work Class	0	5
Route Designation	A	6
Estimate Section (Beginning Terminus)	301.91	11
Roadway Element	0	12
Allowance (%)	20	14
Name and Number of Interchanges if work class 08 E. FEEMONT	01150	19

	ITEM (30–34)	QUANTITY (38–48)
TRENCH EXCAVATION	10192	3150.
STRUCTURAL EXCAVATION	10226	100.
WATERING	10828	600.
1-0 AGGR. BASE - 6" COMPACTED	10834	8751.
BIT BASE MIXTURE 8"	10982	12196.
ASPH IN BIT BASE	10983	671.
A.C. PVMT - "B" MIX 4"	10962	6098.
ASPH. CEMENT IN "B" MIX	10964	335.
ASPH IN TACK COAT	10922	2.3
ALVAN. GUARD RAIL	1 634	4330.
[illegible]" SEWER PIPE	10331	3400.

1979 INTERSTATE COST ESTIMATE

Card Type	71	2
Work Class	08	4
Sub-Work Class	0	5
Route Designation	A	6
Estimate Section (Beginning Terminus)	301.91	11
Roadway Element	0	12
Allowance (%)	20	14
Name and Number of Interchanges if work class 08 E. FREMONT	01150	19

	ITEM	QUANTITY
CONCRETE INLETS TYPE "P"	10757	45.
CONCRETE MANHOLES	10775	15.
ADJUSTMENT OF MANHOLES	10722	13.
REMOVE INLETS (each)		13.
ADJUST INLETS	10746	3.
SET MONUMENT & BOX (each)		2.
ADJUST MONUMENT BOX (each)		2.
CL-5K CHAIN LINK FENCE (LIN FT)		5300.
PCC CURBS	10742	4700.
BIKE & WHEEL CHAIR RAMPS (each)		2.
PCC SIDEWALKS	10762	4090.

1979 INTERSTATE COST ESTIMATE

Card Type	71	2
Work Class	08	4
Sub-Work Class	0	5
Route Designation	A	6
Estimate Section (Beginning Terminus)	301.91	11
Roadway Element	0	12
Allowance (%)	20	14
Name and Number of Interchanges if work class 08 E. FREMONT	01150	19

	ITEM	QUANTITY
PCC DRIVEWAY (SQ FT)		160.
	30 34	38 48
CONC SHOULDER BARRIER	10711	5050.
	30 34	38 48
REINF. CONC. GR. SEP. STR.	12009	39260.
	30 34	38 48
STRUCTURE RIGID FRAME	12027	1560.
	30 34	38. 48
REINF. CONC. GRADE SEP STR. WIDENING	12014	6360.
CLASS A CONCRETE IN WALLS	10738	2230.
METAL [illegible] REINFORCEMENT WALLS	10740	295484.
SIGNALIZATION (LUMP SUM)		55.000
ILLUMINATION (LUMP SUM)		165.000
SIGNING & STRIPING (LUMP SUM)		27.500
		.

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

DATE 5-25-78

TO Wayne Schulte

Robert E Lyons

FROM Robert E. Lyons

SUBJECT Right of Way Costs

I have prepared a parcel by parcel right of way estimate as requested by Item 3 of Mr. Tebeau's letter to Mr. Bothman dated May 5, 1978.

An estimate of the right of way costs is $441,000 for real property. In addition $59,000 is estimated as relocation costs.

As a separate amount I have estimated $15,000 as the cost of demolition.

This estimate is based on the relocation of five single family units, four businesses and five outdoor signs.

REL:lb

1979 INTERSTATE COST ESTIMATE --- RIGHT OF WAY

PROPERTY COST

Estimate Section 7 0 0 2 0 (1–11) | 3 0 0 0 0 (30–34) | Cost in $1000's 0 0 (38–48)

RELOCATION COST

Estimate Section 7 0 0 2 1 (1–11) | 3 0 0 0 0 (30–34) | 0 0 0 (38) | Co

Identification	Type of Property (Family, Business, Farm, Non-Profit) (Owner or Tenant)	Land	Improvements	Damages	Demolition	Replacement Housing	Moving Personal Property or Relocation of Business or Farm	Mortgage Interest Differential	Closing Costs for Replacement Housing	
Lot 24 Block 16	vacant	7500.	-	-	-	-	-	-	-	
Cooks Add.										
Lot 25 Cooks Add.	vacant	10,500	7,500				500.			Sig
Lot 26 Cooks Add.	vacant	12,000	15,000				500.			2 s
Lot 27 Cooks Add.	SFR	15,000	20,000		2,000	3,000				
Lot 28&29 Cooks Add.	SFR	36,000	15,000		2,000	3,000				Sig
Lot 30 Cooks Add.	vacant	18,000								Cou
Lot 31 Cooks Add.	SFR	22,000	12,500		2,000	3,000				
Lot 32 Cooks Add.	SFR	20,000	15,000		2,000	3,000				
Lot 33 Cooks Add.	SFR	20,000	15,000		2,000	3,000				
Lot 34,35,36,37	Business	50,000	30,000		5,000		20,000			For
Lots 13,14,15,16,17,18,19	Business	10,000	30,000	40,000			20,000			3 b
Block 4 Cooks 2nd Add.										
Lot 20 & 21	SFR	-	-	20,000		3,000				
Lot 22 & 23	vacant	-	-	-						Sig
Sheet Totals		221,000	160,000	60,000	15,000	18,000	41,000			

Property Costs (Less Demolition)	$ 441,000
Settlements and Court Awards (%)	$
Incidental Acquisition Costs (No. of Files X $)	$
Demolition	$ 15,000
TOTAL PROPERTY COSTS	$ 456,000

Subtotal --- Relocation Costs	$ 59,
Relocation Services Cost (%)	$
Last Resort Replacement Housing Cost	$
TOTAL RELOCATION COSTS	$ 59,

Estimator

Date 7/

1979 INTERSTATE COST ESTIMATE --- RIGHT OF WAY

PROPERTY COST

Section [.] 11

3 0 0 0 0 (30–34)

Cost in $1000's: 0 0 [.] (38–48)

RELOCATION COST

Estimate Section: 7 0 0 2 1 [.] (1–11)

3 0 0 0 0 (30–34)

Cost in $1000's: 0 0 0 [.] (38–48)

	Type of Property (Family, Business, Farm, Non Profit) (Owner or Tenant)	Land	Improvements	Damages	Demolition	Replacement Housing	Moving Personal Property or Relocation of Business or Farm	Mortgage Interest Differential	Closing Costs for Replacement Housing	Remarks
	vacant	7500.	-	-	-	-	-	-	-	
d.										
.	vacant	10,500	7,500				500.			Sign
.	vacant	12,000	15,000				500.			2 signs
.	SFR	15,000	20,000		2,000	3,000				
dd.	SFR	36,000	15,000		2,000	3,000				Sign & Home
Add.	vacant	18,000								County owned
Add.	SFR	22,000	12,500		2,000	3,000				
Add.	SFR	20,000	15,000		2,000	3,000				
Add.	SFR	20,000	15,000		2,000	3,000				
	Business	50,000	30,000		5,000		20,000			Forklift
17,18,19	Business	10,000	30,000	40,000			20,000			3 businesses
nd Add.										
	SFR	-	-	20,000		3,000				
	vacant	-	-	-						Sign co. owned
ls		221,000	160,000	60,000	15,000	18,000	41,000			

Less Demolition) .... $ 441,000

Court Awards (%) .... $

sition Costs (No. of Files X $) ...... $

.... $ 15,000

TY COSTS .... $ 456,000

Subtotal --- Relocation Costs .... $ 59,000

Relocation Services Cost (%) .... $

Last Resort Replacement Housing Cost .... $

TOTAL RELOCATION COSTS .... $ 59,000

Estimator

Date May 18, 1978

9741

5

STATE OF OREGON

INTEROFFICE MEMO

DIRECTOR'S FILE

TO: Memo to File

DATE: May 11, 1978

FROM: Bob Burco RAB
Director of Transportation

SUBJECT: Telephone Conversation with Ray Warner, Secretary's Office, Washington, D. C.

I talked to Ray Warner today concerning several matters:

(1) The Swan Island access issue. He requested that I telecopy the letter from the FHWA and our draft reply to him. He has spoken to John Hassell about this, and they do not believe the letter was intended to cut off study funds, only detailed design.

(2) He will discuss the timing of UMTA review of the Banfield project and get back to me.

(3) He has not yet had a chance to talk to Secretary Adams about his attendance at COSDOT.

(4) He disagrees considerably with Hatfield's staff on interpretation of where things are at on planning studies.

RAB:fn

cc Fred Klaboe
Bob Bothman

81-125-1307

DIRECTOR'S FILE
Hwy

May 2, 1978

(DRAFT)
Sent by telecopier to Ray Warner May 12,1978=
with Glen Green's April 24 letter

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
390 High Street, NE.
Salem, OR 97410

Dear Mr. Green:

Oregon Project Nos. M-9926-1, M-9945-1
Swan Island Transportation Access

Your approval is requested to continue further federal aid project advancement activities on the Swan Island Project.

It is necessary to proceed with further advancement of the project to resolve the concerns expressed in your letter of April 24 directed to Mr. F. B. Klaboe.

When the project was initiated two years ago, two issues were established. First, the development of additional access and second, the mitigation of traffic-related impacts on N. Going Street. The highway projects were established to address the first. A second effort, assigned to the City of Portland, Bureau of Planning, was a Going Street noise mitigation proposal which has been accomplished. The combination of these two efforts are to provide for the continued economic development of the Swan Island Industrial Park, very important to the Portland region and the City of Portland.

By resolution April 26, 1978, the Portland City Council reaffirmed its commitments to proceed with the development of the Swan Island access, development of noise mitigation measures on Going Street, implementation of the Swan Island task force recommendations for transit improvements, and development of a parking and circulation policy for the Swan Island Industrial Park.

The project development process is not at an appropriate point to discontinue efforts with the distribution of the draft environmental impact statement, completion of the hearing, and effort underway to resolve alternatives presented in the draft environmental impact statement. Both local jurisdiction and public involvement have been substantial on this project. The commitment to find a solution has been made by the jurisdictions involved; the City of Portland, Tri-Met, and the Port of Portland. It is appropriate that the draft environmental impact statement be carried to a final impact statement and a conclusion of the effort.

It is requested that authorization be given to proceed with the development of the final impact statement with an understanding that all issues raised by the FHWA will be thoroughly addressed in the final impact statement.

Per your request, ODOT will proceed with a feasibility study of a TSM project on I-5 to be considered at the time the final impact statement is presented for approval to address the I-5 congestion identified in your letter.

Sincerely,

Robert A. Burco
Director of Transportation

dn

M-9926 (1)
&
M-9945 (1)

Riedl —
J

U.S. ENVIRONMENTAL PROTECTION AGENCY
REGION X
1200 SIXTH AVENUE
SEATTLE, WASHINGTON 98101

RECEIVED
ENVIRONMENTAL SECTION
APR 17 1978
Referred to

REPLY TO ATTN OF: M/S 623

APR 10 1978

Glen Green, Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Mr. Green:

We have completed our review of your draft environmental impact statement for the Swan Island Transportation Access proposal in Portland, Oregon.

Data presented in the air quality study indicates there will be no violation of National Ambient Air Quality Standards in the study area.

From the standpoint of the Environmental Protection Agency's areas of concern and expertise, we are rating this statement LO-1 (LO-Lack of Objections; 1-Adequate Information). This rating will be published in the Federal Register in accordance with our responsibility to inform the public of our views on proposed Federal actions under Section 309 of the Clean Air Act, as amended.

We appreciate the opportunity to review this draft environmental impact statement. Please do not hesitate to contact Dennis Ossenkop, of my staff, should you have questions or desire further information regarding our comments. He can be reached at (206) 442-1595 or (FTS) 399-1595.

Sincerely,

Alexandra B. Smith

Alexandra B. Smith, Chief
Environmental Evaluation Branch

cc: Mr. D. H. Moehring

ENVIRONMENTAL SECTION
April 19, 1978
cc: E. S. Hunter
D. H. Moehring
J. H. Versteeg
F. E. Terpin
Walter Hart
R. N. Bothman
Ed Hardt
Jef Kaiser
Cliff Christianson
Wally Bryant
Glen Green

RECEIVED
TECHNICAL SERVICES
APR 19 '78
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

CON 21-10-

SWAN ISLAND TRANSPORTATION ACCESS

Published by the Oregon Department of Transportation March, 1978

IMPROVEMENTS NEEDED

Many planning studies for improving access to Swan Island and reducing traffic impacts on nearby residential areas have been undertaken through the years. The Oregon Department of Transportation in cooperation with project citizen and technical advisory committees has now developed two projects designed to satisfy these needs. The projects involve roadway improvements at the Basin Avenue/North Going Street intersection and construction of connecting ramps from Greeley Avenue to I-5 at the East Fremont Interchange.

PUBLIC HEARING SLATED

For local citizens who are concerned about North Portland's future, a public hearing will be held to accept oral and written testimony on the projects. The hearing is scheduled for 7:30 p.m., Wednesday, March 15, at Humboldt School, 4915 N. Gantenbein Avenue. Persons unable to attend the hearing may submit their written comments to Robert Bothman, Oregon Department of Transportation, 5821 N.E. Glisan Street, Portland, Oregon, 97213, within ten days following the hearing.

INFORMATIONAL MEETING

You are encouraged to review maps and drawings of the two build alternatives being considered for each of the projects at a pre-hearing public informational session to be held between 3 and 9 p.m., Monday, March 13, at Humboldt School. Copies of the draft environmental impact statement covering environmental, economic, and social issues related to the project will also be available for your review.

ANTICIPATED SCHEDULE

Comments received at the public hearing will be weighed by government officials and City and State approval of the project is anticipated for April, 1978. Federal approval is expected in August, 1978, after completion of a final environmental impact statement. It is anticipated that right-of-way purchases would begin in September, 1978, and that construction of the Greeley/I-5 ramp project would begin in May, 1979. The work would be completed in 1-2 years. Construction of the Basin/Going project would begin in December, 1979, and also be complete in 1-2 years.

For further information, please contact Wayne Schulte, Project Coordinator, at 238-8244.

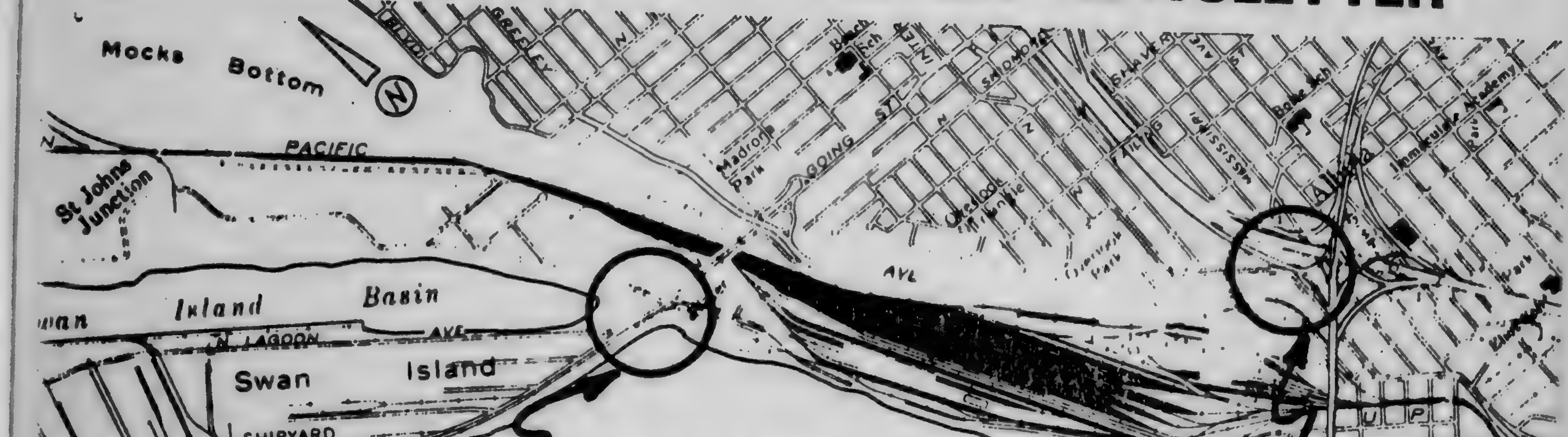
FEB 23 '78
REFER TO
FOR
Sign Act File

WS/ldo

Metropolitan Branch
Oregon Department of Transportation
5821 N.E. Glisan Street
Portland, OR 97213

Coulter

COMMUNITY INFORMATION NEWSLETTER


Mocks Bottom
N
BLVD
GREELEY
PACIFIC
St Johns Junction
Madrona Park
GOING ST
INTER
Overlook Park
AVE
Swan Island Basin
N. LAGOON AVE
Swan Island
SHIPYARD
WILLAMETTE
RIVER
Albina
Immaculate Academy
U P
Basin/Going Project
Greeley/I-5 Project

[illegible]

DIRECTOR'S FILE
5

STATE OF OREGON **INTEROFFICE MEMO**
DEPARTMENT OF TRANSPORTATION

TO: F. B. Klaboe
Assistant Director for Operations

DATE: May 8, 1978

FROM: D. E. Swan
Federal Aid Manager

SUBJECT: Greeley Avenue Connection to I-5
and Basin Avenue-Going Street Interchange

The Greeley Avenue project was proposed to provide access for northbound I-5 traffic at or near the Fremont Bridge to the Swan Island industrial area. The Going Street project was proposed to increase capacity for traffic entering and leaving the Swan Island area. The Greeley Ramp Study indicated that construction of the ramps would increase already existing congestion on I-5. Also, no improvements to Going Street traffic problems were anticipated. Because of this, FHWA directed that we suspend this study until the matter could be more completely addressed.

The City supports controlled development of Swan Island. Improvements to access routes to the industrial area would also be controlled in order to control noise and congestion along Going Street. Mayor Goldschmidt appealed to William Cox, U. S. Department of Transportation, to allow the continuation of the access study. Our information is that Mr. Cox indicated that if the ramps were made HOV lanes during peak traffic periods, the access could be approved. This is apparently an administrative decision on the part of Mr. Cox. There are no specific regulations or laws which would allow HOV access over any other type of access. Some regulations contained in FHPM 4.4.5 and referred to in Section 135 (b) of Title 23 concern transit related and car pool lanes, but no specific mention of HOV lanes connecting to an interstate freeway.

The FHWA has allowed us to use the current Interstate Cost Estimate Project to conduct a feasibility study that would investigate these matters. If the initial study indicates the need for a more complete project, we will prepare a new project request to the FHWA.

RECEIVED
DOT OPERATIONS
MAY 08 '78
REFER TO
Burco
FOR

Info	Inves	R/D	D/R	Sign	Act	File
✓						

DES/a
cc R. N. Bothman

RECEIVED
MAY 10 1978
OFFICE
DIRECTOR of TRANSPORTATION

81-125-1387

9729

5

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: April 24, 1978

In reply refer to: HPD-OR

RECEIVED
TECHNICAL SERVICES
APR 25 '78
REFER TO
FOR

info	inves	R/O	U/R	sign	act	file

cy Porter
4-27-78

SUBJECT: Oregon Project Nos. M-9926(1) & M-9945(1)
Swan Island Transportation Access

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Chief of Operations,
Oregon Department of Transportation
Salem, Oregon

C-ct 4
#9380

Con [illegible]

In 1976 we approved a preliminary engineering project to study in-depth the environmental, safety, and operational impacts of providing additional access to Swan Island. A draft EIS has now been prepared and is circulating for review and comment.

From our review of information in the draft EIS we have become seriously concerned that none of the alternatives evaluated provide responsive solutions to the two major issues involved - 1) the relation of I-5 to improved access to Swan Island, 2) relief to the traffic related impacts on North Going Street.

Concerning the first issue, the DEIS specifically cites the inability of I-5 to handle peak-hour traffic volumes. Severe congestion is indicated. Intersate 5 is identified as a constraint to growth on Swan Island.

Concerning North Going Street, the DEIS anticipates a 33 percent increase in peak hour volumes over current levels. The probability of further deterioration to residential areas is indicated. Some improvement in the worst night time noise is predicted, however, this is not identified as a major benefit and maximum design noise levels will still be exceeded at the worst site.

With the above identified problems it is considered necessary that further Federal-aid project advancement activities on the Swan Island access study project be suspended. The need now is for some more positive direction to assure the continued functioning of I-5 at a reasonable level of service.

There are transportation options which hold promise for some responsive solutions to the I-5 issue and to improved Swan Island access. These options include a broad range of transportation system management strategies and capital improvements to I-5 and other facilities. The analysis needed to evaluate these options and to develop a specific action plan for I-5 should be undertaken immediately.

G L Green

G. L. Green

RECEIVED
DOT OPERATIONS
APR 24 '78
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Bunco - Hunter - Bothman
Tracking

4-25

M-9926 (1)
&
M-9945 (1)

Riedl —
J

U.S. ENVIRONMENTAL PROTECTION AGENCY
REGION X
1200 SIXTH AVENUE
SEATTLE, WASHINGTON 98101

REPLY TO ATTN OF: M/S 623

RECEIVED
ENVIRONMENTAL SECTION
APR 17 1978
Referred to

APR 10 1978

Glen Green, Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Mr. Green:

We have completed our review of your draft environmental impact statement for the Swan Island Transportation Access proposal in Portland, Oregon.

Data presented in the air quality study indicates there will be no violation of National Ambient Air Quality Standards in the study area.

From the standpoint of the Environmental Protection Agency's areas of concern and expertise, we are rating this statement LO-1 (LO-Lack of Objections; 1-Adequate Information). This rating will be published in the Federal Register in accordance with our responsibility to inform the public of our views on proposed Federal actions under Section 309 of the Clean Air Act, as amended.

We appreciate the opportunity to review this draft environmental impact statement. Please do not hesitate to contact Dennis Ossenkop, of my staff, should you have questions or desire further information regarding our comments. He can be reached at (206) 442-1595 or (FTS) 399-1595.

Sincerely,

Alexandra B. Smith

Alexandra B. Smith, Chief
Environmental Evaluation Branch

cc: Mr. D. H. Moehring

RECEIVED
TECHNICAL SERVICES
APR 19 '78
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

ENVIRONMENTAL SECTION
April 19, 1978
cc: E. S. Hunter
D. H. Moehring
J. H. Versteeg
F. E. Terpin
Walter Hart
R. N. Bothman
Ed Hardt
Jef Kaiser
Cliff Christianson
Wally Bryant
Glen Green

CON 21-10-

SWAN ISLAND TRANSPORTATION ACCESS

Published by the Oregon Department of Transportation March, 1978

IMPROVEMENTS NEEDED

Many planning studies for improving access to Swan Island and reducing traffic impacts on nearby residential areas have been undertaken through the years. The Oregon Department of Transportation in cooperation with project citizen and technical advisory committees has now developed two projects designed to satisfy these needs. The projects involve roadway improvements at the Basin Avenue/North Going Street intersection and construction of connecting ramps from Greeley Avenue to I-5 at the East Fremont Interchange.

PUBLIC HEARING SLATED

For local citizens who are concerned about North Portland's future, a public hearing will be held to accept oral and written testimony on the projects. The hearing is scheduled for 7:30 p.m., Wednesday, March 15, at Humboldt School, 4915 N. Gantenbein Avenue. Persons unable to attend the hearing may submit their written comments to Robert Bothman, Oregon Department of Transportation, 5821 N.E. Glisan Street, Portland, Oregon, 97213, within ten days following the hearing.

INFORMATIONAL MEETING

You are encouraged to review maps and drawings of the two build alternatives being considered for each of the projects at a pre-hearing public informational session to be held between 3 and 9 p.m., Monday, March 13, at Humboldt School. Copies of the draft environmental impact statement covering environmental, economic, and social issues related to the project will also be available for your review.

ANTICIPATED SCHEDULE

Comments received at the public hearing will be weighed by government officials and City and State approval of the project is anticipated for April, 1978. Federal approval is expected in August, 1978, after completion of a final environmental impact statement. It is anticipated that right-of-way purchases would begin in September, 1978, and that construction of the Greeley/I-5 ramp project would begin in May, 1979. The work would be completed in 1-2 years. Construction of the Basin/Going project would begin in December, 1979, and also be complete in 1-2 years.

For further information, please contact Wayne Schulte, Project Coordinator, at 238-8244.

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STATE OF ORE ON

INTE FFICE MEMO

TO: MEMO TO THE FILE

DATE: April 24, 1978

Wayne Schulte

FROM: WAYNE SCHULTE
Project Coordinator

SUBJECT: Basin/Going and Greeley/I-5
Citizens Advisory Committee Meeting
April 13, 1978

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A meeting of the subject projects' Citizens Advisory Committee was held at the Metro office on April 13. Attendees are listed on attached sheet.

Transcripts of the March 15 public hearing were made available to the group. I stated there were 20 items of hearing testimony received and from this input, it is apparent the projects should be constructed. It was not clear from the testimony, however, which of the build alternatives were preferred.

At the project TAC meeting of April 6, it was recommended that Basin/Going alternate 3C be advanced to construction. The TAC felt that Greeley/I-5 alternate 3 would provide a much safer facility than alternate 2 because of the grade separated offramp. For this reason, they leaned toward alternate 3 in spite of its approximately $1.0 million higher cost.

Bruce Bosch, CAC Chairman, had submitted a hearing statement which indicated the CAC favored the same Basin/Going alternate but preferred Greeley/I-5 alternate 2. Their preference for No. 2 stemmed from concern for the additional disruption to homes and businesses under alternative 3.

In an attempt to gain further information on the additional homeowners and businesses to be displaced under alternate 3, I visited the project site on April 7. My discussions with these people revealed they had no strong objection to being displaced. Of the three businesses affected, it appears "Plain 'n' Fancy" Fencing Company would be the least enthusiastic to relocate. Although the homeowners affected are quite elderly (86, 89 and 98 years of age), they did not appear to present a problem. The 86 and 89 year olds said they would not stand in the way of progress and the 98 year old is expected to move before we acquire right-of-way.

After discussing the homeowner-business displacements and the possible traffic hazards associated with alternate No. 2, the CAC changed their recommendation to alternate 3. Jerry Mounce suggested those displaced be given every opportunity to relocate in North Portland and that the sensitivity of the residents displaced be given a great deal of consideration during negotiations.

WS/ldo

Attachment

cc: Metro Staff

9727

STATE OF OREGON **INTEROFFICE MEMO**

TO: MEMO TO THE FILE

DATE: April 19, 1978

FROM: ROBERT N. BOTHMAN Bothman
Administrator

SUBJECT: Basin/Going/Greeley I-5 FEIS

Discussed the subject FEIS as well as the project decision process with Cliff Christiansen, April 13.

Advised Christiansen that the City, Tri-Met, and the Port of Portland are entering into a resolution to provide for the mitigation of the noise impacts on Going Street.

This will pave the way for the City Council to expeditiously, in April to act upon an alternative for the project.

Christiansen advised that a letter should be forthcoming this week or the first of next week from FHWA commenting on the Draft Environmental Impact Statement. The request from FHWA will be for additional consideration to I-5 improvements. This is not necessarily part of the FEIS, but will be part of the additional access request.

I advised that I saw three basic decisions which needed to be made, I felt independently.

1. A decision on the project alternatives
2. A decision on the additional access to I-5
3. The addition of the interchange to the FAI system, i.e., providing further funding under FAI.

After considerable discussion, it appears that most likely all three of these activities would happen in concert. The City of Portland would select an alternative and take a position. With that, the state would proceed to finalize the final Environmental Impact Statement respond to the additional studies on I-5 and request approval from FHWA of the project alternative, additional access, and addition of the interchange to the FAI system.

Christiansen advised that the comment date for responses was established as of March 10, which means the comments will be open for 45 days from March 10.

cc: F.B. Klaboe
E.S. Hunter
G.A. Potter
J.H. Versteeg

RNB:clk

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F. B. KLABOE

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STATE OF OREGON INTEROFFICE MEMO Klaboe 5

TO: MEMO TO THE FILE DATE: April 11, 1978

FROM: Wayne Schulte
WAYNE SCHULTE
Project Coordinator

SUBJECT: Basin/Going and Greeley/I-5
Technical Advisory Committee
Meeting
April 6, 1978

The technical advisory committee for the subject projects met at the Metro office on April 6. Those in attendance are listed on attached sheet.

I presented a brief update of the project which included the following:

1. The consultant hired to perform the environmental study has submitted the project air quality report which completes his contract work.
2. As recommended by Glen Pierce, City of Portland, the anticipated beginning construction date for the Basin/Going project has been advanced to May, 1979, which now coincides with the Greeley/I-5 schedule.
3. It is desired that city council approval be obtained in April.

The committee discussed the merits of each of the alternatives as they attempted to agree on a recommended design for each of the projects. The committee was asked for their design recommendations since the hearing testimony indicated a desire to build the projects but did not provide a clear preference for a specific design.

All of the committee members voiced a preference for the least expensive alternative (No. 3C) at the Basin/Going project. UPRR feels this alternative provides a poorer level of traffic service into the railroad fire access road than Alternative 1. It is felt, however, that the overall traffic LOS is not significantly different and a savings of approximately $2.2 million can be realized by building Alternative 3C. This alternative is also recommended by the CAC.

Selecting a recommended alternative for the Greeley/I-5 project is considerably more difficult. It was generally agreed that Alternative 3 would provide a safer facility than Alternative 2. This is because the

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F. B. KLABOE

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offramp is grade separated at the Greeley/Interstate intersection. Alternate 3 does require the purchase of five homes and three businesses, however, compared to three homes and no businesses under Alternate 2. Alternative 3 would also cost about $1.0 million more than plan 2.

It was stated by Steve Dotterrer that the City Traffic, Planning and Streets and Structures bureaus all favor Alternate 3. Tom Neeley felt strongly opposed to Alternate 2 and said he would favor a no build option before backing that design.

Ron Higbee said Tri-Met did not have a recommendation for the Greeley/I-5 alternates.

Bruce Bosch, CAC Chairman, stated the CAC favored Alternate 2 because of the lesser displacements of people and businesses. On Friday, April 7, I visited the additional homeowners and businesses affected by Alternate 3. Based on my discussions with these people, it does not appear there would be strong objections to relocating with the possible exception of Plain 'n' Fancy Fencing, located at the northerly end of the project.

A CAC meeting will be held on April 13 to reconsider the CAC's position.

There have been periodic discussions during the development of the Greeley/I-5 project that FAIS funding might be used for its construction. Cliff Christianson reaffirmed the FHWA's position that those monies would not be approved for the project. He further stated that the FHWA Region 10 office has never approved use of FAIS funds for a new connection to an existing freeway.

Interstate Transfer funds totaling $3.0 million have been reserved for the two projects to date.

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cc: Metro Staff

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United States Department of the Interior

OFFICE OF THE SECRETARY
PACIFIC NORTHWEST REGION
500 NE MULTNOMAH ST SUITE 1692
PORTLAND OREGON 97232

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April 10, 1978

ER-78/181

Mr. Glen L. Green
Division Administrator
Federal Highway Admistration
477 Cottage Street, NE
Salem, Oregon 97308

NOTED
E. S. HUNTER

Dear Mr. Green:

This responds to a February 13, 1978, request from the Oregon Department of Transportation for Department of the Interior comments on the following draft environmental impact statement: Swan Island Transportation Access (Basin/North Going and Greeley/I-5 Projects), Multnomah County, Oregon.

We note that the proposed work would include the intrusion into and the placing of fill in Swan Island Lagoon. Accordintly, our comments do not preclude an additional and separate evaluation by the U. S. Fish and Wildlife Service, pursuant to the Fish and Wildlife Coordination Act (16 U.S.C. 661, et seq.), if eventual project development requires a permit from the U. S. Coast Guard and/or the Corps of Engineers, U. S. Army (Sections 9 and 10 of the River and Harbor Act of 1899 and Section 404 of P.L. 92-500). All such permits are subject to separate review by the Service under existing statutes, executive order, memorandum of agreement and other authorities. In review of permit applications, the Fish and Wildlife Service may concur, with or without stipulations, or object to the proposed work, depending on specific construction practices which may impact fish and wildlife resources.

Sincerely yours,

Charles S. Polityka

Charles S. Polityka
Regional Environmental Officer

ENVIRONMENTAL SECTION
April 13, 1978

cc: [redacted]
D. H. Moehring
J. H. Versteeg
F. E. Terpin
Walter Hart
Glen Green
R. N. Bothman
Ed Hardt
Jef Kaiser
Bill Geibel
Cliff Christianson
Bill Kappus

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OREGON DIVISION

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Department of Energy
Region X
1992 Federal Building
915 Second Avenue
Seattle, Washington 98174
206-442-7260

March 31, 1978

D. E. Swan
Federal Aid Manager
State of Oregon
Department of Transportation
Transportation Building
Salem, Oregon 97310

copy
#9380

Dear Mr. Swan:

The Department of Energy (DOE) appreciates the opportunity to comment on the Draft Environmental Impact Statement (EIS) for the Swan Island Transportation Access Projects in Multnomah County, Oregon (FHWA-OR-EIS-78-1-D).

Two of the purposes that Congress declared when it established the Department of Energy by enacting the DOE Organization Act (42 USC 7101) were:

- To achieve, through the Department, effective management of energy functions of the Federal Government, including consultation with the heads of other Federal departments and agencies in order to encourage them to establish and observe policies consistent with a coordinated energy policy, and to promote maximum possible energy conservation measures in connection with the activities within their respective jurisdictions [42 USC 7112(2)]; and,
- To place major emphasis on the development and commercial use of solar, geothermal, recycling and other technologies utilizing renewable energy resources [42 USC 7112(6)].

This Regional Office is utilizing the EIS comment process as one way to assist in achieving the purposes declared by Congress.

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EIS's are a most appropriate means to evaluate and present the energy consumptive characteristics consequent to proposed Federal agency actions, alternatives to proposed actions, and proposed mitigative measures. EIS's are also appropriately employed to develop and present energy conservation measures and renewable-resource energy measures which would not only reduce the energy consumed consequent to Federal agency actions but also reduce the nation's dependence on nonrenewable energy resources.

The Council on Environmental Quality Guidelines for the Preparation of Environmental Impact Statements urge that EIS's consider alternatives that will significantly conserve energy, and include energy use and energy conservation among the areas of environmental impact which should be considered in EIS's (just as air quality, water quality, noise, etc., must be considered).

This Office therefore reviewed the referenced Draft EIS to determine not only the specific impact of the alternatives on energy consumption, but also: (1) the adequacy of the EIS's broad consideration of energy use, (2) type of energy use, (3) energy conservation, and (4) efficiency of energy use. We found that the EIS generally does not appear to address the issues of energy use or energy conservation associated with the alternatives considered and proposed mitigative measures.

More specifically, the EIS does not consider and specify the energy effects associated with the use of the completed project. It is possible, for example, that energy consumption could be reduced through an alternative that minimizes traffic congestion. Or, for another example, the grade profiles of the alternatives may vary, thereby influencing energy consumption over their useful lives. The energy consumed for maintenance might also vary greatly between the alternatives depending on the extent and design of rights-of-way, traffic volumes, and type of pavement. Similarly, the energy utilized by lighting should be considered in the EIS; this can vary greatly with alternative project designs and the type of lighting used. The alternatives should be compared using these or other similar criteria.

The EIS also does not presently include a consideration of the energy invested in the material which could be used to construct the alternatives and the energy consumed by construction activities. To assist in your evaluation, rough estimates of the energy invested in and required for construction of the alternatives were calculated by this Office, using general conversion factors linking construction costs and type of construction with energy use (see the DOE's State Energy Conservation Plan Handbook, pp. 61-80, attached).

Alternative 1: 380 billion Btu's
Alternative 3C: 149 billion Btu's
Alternative 2: 560 billion Btu's
Alternative 3: 634 billion Btu's

The difference in construction and materials energy consumption between the most energy intensive and least energy intensive combination of 'build' alternatives would roughly equal 305 billion Btu's, approximately equivalent to the annual end use energy consumption of 3,150 Portland area households. The difference in construction and materials energy consumption between the "most favorable" 'build' alternative (Alternative 3C and 3) and the 'no build' alternative is roughly equivalent to the annual end use energy consumption of 8,100 Portland area households (e.g., a community of the size of Beaverton or Gresham). If the overall differences among the 'build' alternatives is "small," as indicated by page 6-5 of the EIS, we would encourage additional attention accorded to selection of the least energy intensive. Furthermore, if the energy effects of the alternatives are considered, it is possible that the "not overwhelming" difference between the 'build' and 'no build' alternatives (page 6-9) would be diminished and a 'no build' alternative might be favored.

Note that alternative materials, as well as alternative projects should be evaluated. There are significant energy conservation opportunities, for example, in use of alternative or recycled binding agents (cements, asphalts), alternative aggregates, and use of recycled steel. Similarly, the EIS should present an evaluation of the use of alternative construction techniques and procedures. Some procedures can greatly alter energy consumption during construction (e.g., using a higher moisture content and lower temperature in hot mix asphalt plants, requiring high loading efficiencies for earth moving equipment, maximizing use of on-site materials, utilizing standardized and repetitive dimensions to permit maximum reuse of forms, and encouraging carpooling by construction employees).

Additionally, the EIS should indicate that measures will be taken to mitigate excessive or unnecessary energy consumption due to the design, construction, use, and maintenance of the eventual proposed action. Any potential for substitution of renewable energy resources for nonrenewable energy resources should also be addressed in the Final EIS.

This Office again thanks you for the opportunity to review and comment on your Draft EIS. We hope our comments will be helpful to you in the preparation of the Final Environmental Impact Statement, and in your further consideration of the alternatives. If can be of further assistance, please do not hesitate to contact us.

Sincerely,

Allan G. Pattison
for Jack B. Robertson
Acting Regional Representative

cc: Lee Johnson, External Affairs Officer, Region X, DOE

Robert Stern, Office of the Assistant Secretary for Environment, Environmental Impact Division, NDOE

Paul Brumby, Office of the Assistant Secretary for Conservation and Solar Applications, Federal Programs Office, NDOE

Louis Lybecker, Regional Administrator, Federal Highway Administration, DOT, Portland, Oregon

Attachment

April 5, 1978
Environmental Section
cc: E. S. Hunter ✓
D. H. Moehring
J. H. Versteeg
F. E. Terpin
Walter Hart
Glen Green
R. N. Bothman
Ed Hardt
Jef Kaiser
Bill Geibel
Cliff Christianson
Gary Potter

PROJECT MANAGEMENT
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Energy Efficient Procurement Practices for State Governments

State and local purchasing practices have enormous potential for achieving energy savings for several reasons:

- The dollar volume of State and local purchasing is huge, totalling an estimated $100 billion per year. A significant portion of this volume applies to products for which energy savings are potentially available.

- State purchasing responsibility tends to be centralized.

- Public purchasing concepts are changing from an emphasis on low initial cost to an emphasis upon best value. The escalation in the cost of energy in recent years means that the best buy on a life-cycle basis is also likely to be the best energy conservation. Good purchasing and energy conservation are therefore mutually supportive objectives.

- The potential influence of State and local purchasing agencies goes well beyond the agencies' own demand for products. First, the States have developed a joint program to use standard specifications and otherwise to follow similar buying practices, which tends to present an aggregated market to industry. Energy conservation opportunities and needs can therefore be communicated effectively to industry. Second, State and local purchasing agencies are highly visible to the general public; effective energy conservation practices adopted by State and local governments can therefore easily be made available to the general consumer.

1. Requirements

The Energy Policy and Conservation Act and implementing regulations require that each State develop mandatory standards and policies to effect energy efficient procurement practices in the State and its political subdivisions which meet the following minimum criteria:

- To the extent determined feasible by the State, all measures shall be ready for implementation by January 1, 1978, unless an extension has been granted by FEA; and

- The plan shall contain the elements deemed appropriate by the State to improve energy efficiency through the procurement practices of the State and its political subdivisions.

In addition to these formal requirements, it is recommended that to the extent feasible, existing State and local organizations be used in planning and implementing the procurement sections of the plan. The use of existing organizational machinery will increase the likelihood that the policies and practices will continue once the State energy conservation program has ended.

2. Suggestions for Developing and Implementing the Program Measure

The purpose of this program measure is to permit the consideration of energy conservation as one element in the specification of goods purchased by State governments. Factors measuring energy conservation or efficiency which are technically supportable shall be used together with price and other relevant factors in the procurement process to determine which items or devices will be purchased.

Because State and local purchasing practices vary widely, a logical first step in this program measure is a survey of the State purchasing system to evaluate the technical and organizational resources available for the development and implementation of an energy conservation plan. Factors to be reviewed as part of this inventory include, but are not limited to:

- The extent to which purchasing authority is centralized. (In a number of States, higher education institutions, transportation agencies, health care agencies, and public school systems are exempt from central purchasing authority.)

- The extent of centralization and coordination in supportive services such as central warehousing and product issuance, motor pools, messenger service, building and grounds operation, and communications services.

- The extent to which laws, policy and budgets require and support a program of "standard specifications" which result in uniformity in products used by State agencies.

- The number, training, and continuity of State buying personnel.

- The existence and quality level of specification and technical personnel, and the availability of resources for inspection and testing.

- The extent of information interchange and collaborative involvement among the State offices involved in buying commodities, contracting for building construction, and maintaining buildings and grounds.

- The existence of current handbooks or manuals to guide the purchasing operation.

- The extent to which services of the State purchasing office are available to local governments.

- Offices and facilities in State government which maintain a State-local relationship.

Based upon the analysis of the State's situation, a planning approach may next be designed which incorporates the experience and suggestions of those organizations responsible for implementing the plan on a continuous basis. Among key persons and agencies are the director of general services, the chief State purchasing officer, and purchasing officers from various State agencies. These officials, while expert in purchasing, do not ordinarily have regular contact with energy policy considerations. It is therefore essential that effective arrangements be established at the beginning of planning to link purchasing officials with energy policy processes. In addition, that part of the plan involving local governments will require the participation of State and other agencies which are in contact with local governments, such as departments of local affairs and associations of county commissioners, as well as local officials representing local policy and administrative purchasing concerns.

It is recommended that in-house personnel be utilized whenever possible in order to develop State capability to deal with these issues.

A strong plan will probably contain four key elements:

- A statement of commitment to energy conservation as an objective of public purchasing;

- A provision for an effective mechanism to implement the plan;

- An inventory of opportunities to conserve energy through public purchasing policies; and

- A provision for effective State-local collaboration.

Statement of Commitment

Public purchasing systems emphasize the value of products in performing particular tasks, but such systems tend not to take into account the public policy implications of their decisions. A statement of commitment should explicitly recognize that energy conservation is a desirable public objective and that energy conservation is properly a factor to be taken into account in making purchasing decisions. As a minimum, the statement should provide that the energy costs in operating products should be considered. Beyond this, and as a matter of State policy, a State may want to recognize energy efficiency as an essential factor regardless of cost. The statement would preferably be issued through legislation; but if legislation is not feasible, an alternative authoritative means such as an executive order could be used.

In order that administrative officials retain flexibility in developing their tools to conserve energy, the statement should avoid detailed prescriptions as to how the State is to use its purchasing system to conserve energy.

Implementing Mechanism

The implementation mechanism will need to perform, at a minimum, the following tasks:

- Identify on a continuing basis energy conservation opportunities through purchasing which are available in all State government agencies and in local governments.
- Provide for a structured interchange of information related to energy conservation products and policies among State, local, and Federal agencies, and appropriate interstate organizations.
- Identify laws, policies, and procedures which require modification for effective implementation of the plan. Recognize that the purchasing aspect of the plan is in many ways inseparable from the overall State plan and that integration is therefore necessary.
- Provide a clear-cut channel for purchasing officials to communicate significant energy-savings opportunities which arise in the course of day-to-day purchasing operations but which might be lost due to budgetary or other constraints outside the authority of the purchasing office.

- Monitor experience with energy conservation practices, design reporting system between interacting levels of government, and report results of conservation efforts.
- Provide sufficient budgetary allocation to the purchasing department to assure that the necessary energy-related purchasing functions can be performed at an effective level of operating quality and visibility. Elements of budgetary resources likely to be required are:
  - Employment of two or three persons in the central purchasing office to be responsible for continuous planning and implementation of purchasing policies and procedures supportive of energy conservation. (Note: responsibility includes coordinating and implementing program in all agencies which may be outside the central purchasing authority.)
  - Orientation and training programs for State and local employees involved in public purchasing decisions.
  - Collection, organization and dissemination of information related to State and local energy conservation, including product standards or specifications, user-need criteria, and technical resources available.
  - Meetings and other activities, such as cooperative purchasing support and technical assistance, involving local agencies to the maximum extent practical to support the State plan as it applies to local governments.
  - Interchange of experience and participation in interstate programs involving joing development of purchasing-oriented conservation techniques, products and user-need criteria. (The National Association of State Purchasing Officials, through the Public Procurement Research Foundation, is operating such an interchange program.)
  - Monitor experience with energy conservation efforts, design reporting system, and report results of conservation efforts.

While the above objectives will generally be the same or similar in all States, the form of the implementation machinery will vary to accommodate each State's program.

Inventory of Opportunities

A State may take a number of different approaches in determining what items an energy efficient procurement policy should address. One approach would be to establish a list of commonly procured items ranked by the level of energy they consume in production and/or operation. Those representing the highest energy costs would be the first for which energy conserving specifications might be drawn up.

States pursuing this policy may discover that items with the lowest operating cost over the life of the article may have higher first (or initial purchase costs) than similar items with higher life cycle costs. If funds are not available to pay this higher first cost, the State or local government may be forced to purchase the less desirable item because of the lower acquisition cost.

One solution to this dilemma might be the establishment of a fund from which part of the cost of energy-efficient products can be paid. The payment might be the cost differential between an otherwise satisfactory product which is not efficient and one which is efficient. Consideration might be given to financing such a fund from dollars that are saved through life-cycle costing and other techniques which save both dollars and energy.

While an inventory of potential opportunities to conserve energy through purchasing will no doubt produce different conclusions in different States, some of the opportunities which might be considered are:

- Appliances and Related Products which Consume Energy in their Operation: Experience has shown that the utilization of life cycle costing and performance specifications will accomplish two favorable results:
  - The State will purchase more efficient products; and
  - The State action, if perceived by industry as a joint effort by all or most States, will provide an incentive to industry to manufacture more energy efficient products in order to compete for governmental business.
- Asphalt: Emulsified asphalt uses substantially less petroleum than does asphalt using other mixing processes. (See "Energy Requirements for Roadway Pavement," referenced under Technical Information Available.)

- Lights: Electric incandescent, fluorescent, and other types of lamps vary in their operating efficiencies. Calculation of the energy use factor in the purchase of lamps will result in buying more cost-efficient units and, as in the case of appliances, will encourage manufacturers to produce more efficient units. Also, the use of lower wattage bulbs in sometimes feasible.

- Motor Vehicles: Policy guidelines concerning the use of cars may be developed emphasizing the circumstances in which particular size cars are to be used. Such guidelines, if properly developed, will indicate circumstances in which small cars are advantageous. Part of such a usage standard system is to require that requisitions from agencies describe the transportation need which is to be met rather than the type of car which the agency deems to be necessary. The total cost, including fuel costs in particular, should be considered when writing specifications, evaluating bids and awarding contracts for automobiles. In setting up policies for vehicle purchases, trucks, school buses, and off-road vehicles should not be overlooked. (Some opportunities for conservation are possible in the use of diesel versus gasoline engines; these opportunities may be explored.)

- Products which Require Energy Intensive Manufacturing Processes: The purchasing system may take into account the large amounts of energy. Some products require for their manufacture, and consideration therefore be given to using alternative products. Examples of high intensity products are primary metals, including aluminum in particular, paper, and petro-chemicals, including plastics. The potential energy savings of this policy are included as one factor in the energy savings methodology for this program measure.

- Tires: In tire purchasing, it should be recognized that longer-life tires reduce the overall amount necessary to manufacturing processes and that recapped tires require only about one-third the energy consumption as used in manufacturing new tires. Therefore, both should also be considered.

State-Local Collaboration

State governments typically have relatively little control over local purchasing operations, and, as a general rule, the plan need not provide for major alterations in existing control patterns. Two exceptions to this general rule are, first, that the "Statement of Commitment" may be adapted to apply to local governments if legally possible, and second, legislation may be sought, if not now in existence, to establish a properly designed system for local government participation in State contracting activities. If neither of the above two steps is feasible, the States can effectively enlist local governments in the energy conservation effort through a combination of several steps:

- Local government representatives and State officials who work with local governments should be involved in development of the plan.

- All information developed by, or available to, the State relating to the use of purchasing in energy conservation should be provided to local governments. Further, a means of identifying conservation measures used by local governments should be developed so that information can be made available to State and local governments.

- State technical resources should be made available to local governments. Some examples of these resources are:

  - Approximately thirty-two States now have "cooperative: purchasing laws under which local governments have access to State contracts. Local governments should be particularly encouraged to use these contracts where energy conservation is involved.

  - The States are involved in an interstate collaborative effort to develop performance specifications, life cycle costing formulae, and related materials, plus the technical resources necessary to use these materials. These materials and technical resources should be made available, to the extent feasible, to local governments.

  - State agencies, in addition to purchasing offices, have personnel with specialized skills which can be applied to local problems. To use but two examples, State motor pool personnel have expertise concerning conservation measures related to motor vehicles, and State plant operation personnel have knowledge concerning equipment used in lighting buildings.

- The States can provide leadership and assistance to local governments in training personnel. Local training programs can be encouraged, and, in addition, State training courses can be opened to local personnel.

- Available channels of communication, over and above formal government-to-government channels, should be exploited. In every State, organizations and personnel with similar missions have found ways to collaborate.

For example, hospital amdinistrators in virtually every State have an effective organization; plant operation officials, public and private, usually have at least a semblance of organized communication; fleet administrators, public and private, exchange information at least to some extent. Not only can these channels be effectively utilized in mobilizing local governments, but they provide an interface with the private sector as well, permitting private experience to be made available to governments and permitting government influence to impact on the private sector.

o Channels of communication among local governments should be utilized. These channels, which frequently take the form of councils of governments or development districts, are well-developed in many States and offer an excellent two-way communication vehicle. Councils of governments which cross State lines may be of particular use in providing input to the State program for energy conservation.

3. Technical Information

Source: Public Procurement Research Foundation of the
National Association of State Purchasing Officials,
P. O. Box 11910, Lexington, Kentucky 40511

State and Local Government Purchasing - Final Report
This report contains "best elements" of a public purchasing program which could be applied to local conditions and adopted by State and local governments.

State and Local Government Purchasing - A Digest
A preliminary draft which highlights the final report.

Information Releases
These releases contain four sections: Purchasing Administration Bulletins (White Sheets), Standard Specifications of NASPO (Yellow Sheets), NASPO Buyer/User Data (Blue Sheets), and NASPO Information Accumulation Sheets (Green Sheets).

#1 - August 1975: This release contained two white sheets explaining the NASPO Information System; seven yellow sheets (Task Force Interim Reports) on Room Air Conditioners, Hot Water Heaters and five non-energy-related products; two blue sheets on Room Air Conditioners and Household Appliances; and three green sheets on Synthetic Motor Oil, Electric Typewriters, and Vehicle and Fleet Operation.

#2 - November 1975: This release contained two white sheets on the NBS Collaborative Reference Program and a non-energy-related subject; one yellow sheet on NASPO/ETIP Product Specifications (Listing of selected products); two blue sheets on Electric Typewriters (Results of August Green Sheet Inquiry) and a non-energy-related subject; and three green sheets on Bulb-Misers and two non-energy-related subjects.

Specifications

These were developed by NASPO utilizing technical Task Forces of States' personnel, with participation of industry and standards-setting organizations.

Air Conditioner	November 1975

Product Experiment Reports

These reports contain the Background for the conduct of each Product Experiment, Summary of each Experiment, Observations and Tentative Conclusions, Policy Recommendations of NASPO, and Phase II Plans for each Product Experiment.

Air Conditioners	June 1976
Synthetic Oil	May 1976

Source: Federal Supply Service, General Services Administration,
Washington, DC 20406

Applying LCC in the Federal Supply Service

Life Cycle Costing is a procurement technique which considers ownership costs, as well as acquisition price, in the award of contracts. This report summarizes the intent of the LCC program and the methodology to accomplish it. Free copies are available by calling Alan Beres of the Federal Supply Service at (703) 557-1583.

Life Cycle Costing Seminars

The Training Division of the Federal Supply Service sponsors training sessions on life cycle costing which are open to State and local personnel and federal procurement officials. LCC Seminars are scheduled in: Arlington, Virginia November 8-12, 1976, February _4-18, 1977, May 16-20, 1977, and August 22-26, 1977; Forth Worth, Texas

October 4-8, 1976; Atlanta, Georgia November 15-19, 1976; Auburn, Washington December 6-10, 1976; San Francisco, California December 13-17, 1976; Washington, DC January 17-21, 1977; New York February 7-11, 1977; Boston, Massachusetts March 21-25, 1977; Kansas City, Missouri August 8-12, 1977; and Denver, Colorado May 2-6, 1977.

For further information on the workshops, contact the Training Division, Federal Supply Service, General Services Administration, Washington, DC 20406 (703) 557-0986.

Specifications and Life Cycle Costing Formulae

The Federal Supply Service has available specifications and formulae on Air Conditioners (first and second procurement), No-frost refrigerator-freezers (domestic type), subcompact sedans, and water heaters (gas and electric, domestic type).

Source: The Asphalt Institute, College Park, Maryland 20740

Energy Requirements for Roadway Pavements

The study examines the energy requirements for constructing different types of pavements, including energy needs for the manufacture of all materials incorporated in pavements, the handling, processing, drying, mixing, hauling, placing and compaction of these materials. Refer to Publication No. MISC-75-3.

Source: The Council of State Governments, Iron Works Pike, Lexington, Kentucky 40511

State Responses to the Energy Crisis

The early reactions of the States to resolve and relieve the causes and effects of the energy crisis are discussed in this report. A bibliography lists State legislation, programs, and reports relevant to the energy situation.

4. Energy Savings Methodology

The energy savings for this program measure can be attributed to three changes in procurement practice, these being: procuring goods which require less energy to manufacture, procuring equipment which uses less energy to operate, and procuring less equipment or goods. The energy consumed yearly for any item of equipment is the sum of two products, the first being the dollars expended yearly in purchasing the item multiplied by the energy per dollar required for manufacture, and the second being the number of items multiplied by its average yearly consumption. Total energy consumed yearly in connection with particular items is the sum of these two products over all such items purchased by the State. Energy saved is the difference between the total energy consumption associated with the projected additions to State inventory if energy efficiency were not a factor in procurement minus the total energy consumption associated with the different projected additions to inventory that would occur if energy efficiency were a factor in State procurement.

- Data Requirements

  Representative data on the energy-intensity (energy per dollar required to manufacture) of 206 different goods and services and on energy consumption of 36 representative electrical devices and 8 representative motor vehicle types are provided. The State is encouraged to use its own data, particularly in the case of motor vehicles, and to use EPA mileage data for particular vehicle makes, if available.

  The State must provide estimated data on target year expenditures with and without the conservation program for each type of product affected by the program. The State must also provide estimated data on the number of each type of energy-consuming device added to stock during the period covered by program implementation, with and without the conservation program. ("Items added to stock" are the number of items that would normally have been purchased, over the period of the program, without the program, versus number of items procured over the period of the program as a result of implementing the program.) To the extent that the State proposes that either the energy intensity or the average annual energy consumption per unit of a given product will itself be different as a result of implementing this program, the State would have to provide estimates of what these changes would be.

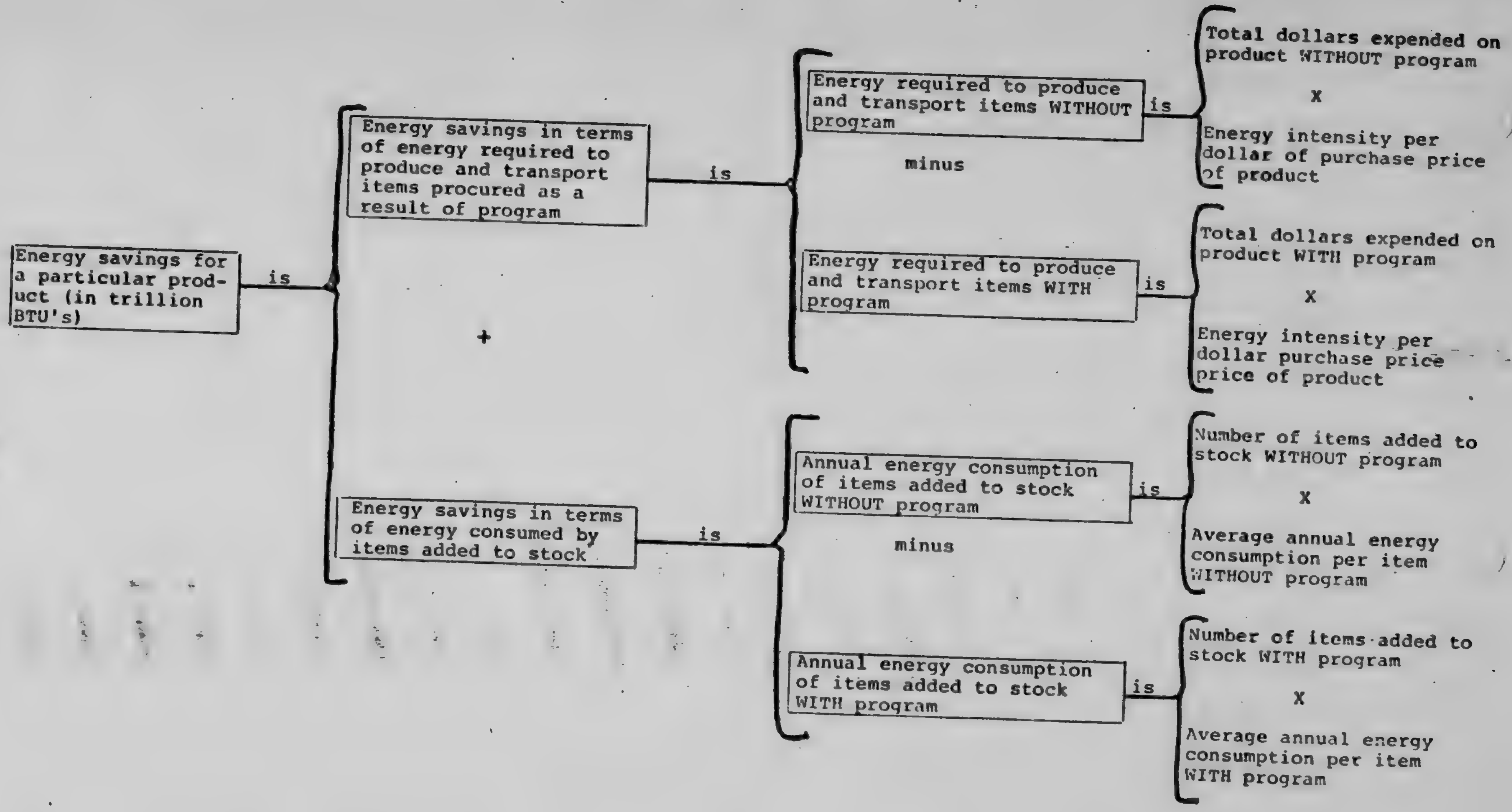
For any given product, data on the comparative energy intensities of different brand names are not now systematically available. Therefore, although the formula allows for this approach to saving energy, for the time being it is expected that "without program" and "with program" intensity data will generally be the same, per product unit. On the other hand, for some major energy-consuming products like automobiles and air conditioners, manufacturers and/or consumer interest groups have published comparative energy consumption data that the State may use in estimating annual energy savings associated with changes in procurement from one manufacturer or model to another.

In estimating the "total dollars expended on item," the State should use the number of units purchased in the target year, with and without program measure. In estimating the number of "items added to stock" the State should use the cumulative number of items purchased between date or program implementation and end of target year, with and without program measure.

- Worksheet

To calculate the energy savings from mandatory standards and policies relating to energy efficiency in procurement practices, the following worksheet and summary sheet may be used. To use the worksheet, follow each numbered step filling in the appropriate data and making the stated calculations. One worksheet is to be used for each type of item. After calculating energy savings for each type of item, the results in thousand Btu's are entered on the summary sheet. These are then added together and adjusted to trillion Btu's.

CONCEPTUAL BREAKDOWN OF FORMULA III
(Energy Savings From Standards and Policies Relating to Energy Efficiency in Procurement Practices)


Energy savings for a particular product (in trillion BTU's)
is
Energy savings in terms of energy required to produce and transport items procured as a result of program
+
Energy savings in terms of energy consumed by items added to stock
is
Energy required to produce and transport items WITHOUT program
minus
Energy required to produce and transport items WITH program
is
Annual energy consumption of items added to stock WITHOUT program
minus
Annual energy consumption of items added to stock WITH program
is
Total dollars expended on product WITHOUT program
X
Energy intensity per dollar of purchase price of product
is
Total dollars expended on product WITH program
X
Energy intensity per dollar purchase price price of product
is
Number of items added to stock WITHOUT program
X
Average annual energy consumption per item WITHOUT program
is
Number of items added to stock WITH program
X
Average annual energy consumption per item WITH program

State Name ______________________

Target Year ______________________

State Energy Conservation Program

Mandatory Standards and Policies Relating to Energy Efficiency in Procurement Practices

Worksheet for Estimating Total Energy Savings for a Particular Type of Item

Item: ______________________________________

Step 1: Calculate Savings of Energy Required to Produce and Transport Purchased Items.

a. Enter total dollars expended [illegible] on item WITHOUT program (State estimate) ______________ $

b. Enter energy intensity of item, in thousand Btu's per purchase price, WITHOUT program (Table III.A) ______________ ($\times 10^3$) e

c. Compute energy required to produce and transport item WITHOUT program (line 1a x 1b) ______________ ($\times 10^3$) e$

d. Enter total dollars expended on item [illegible] WITH program (State estimate) ______________ $'

e. Enter energy intensity of item WITH program (Table III.A: may be same as step 1b) ______________ ($\times 10^3$) e'

f. Compute energy required to produce and transport item WITH program (line 1d x 1f) ______________ ($\times 10^3$) e'$'

g. Compute energy savings as a result of program (line 1c minus 1f) ______________ ($\times 10^3$) e$-e'$'

Step 2: Calculate savings of energy consumed by items added to stock.

a. Enter number of items added to stock [illegible] WITHOUT program (State estimate) ______________ N

b. Enter average annual energy consumption per item, in thousand Btu's WITHOUT program (Table III.B or III.C or State Calculation: see footnote) ______________ ($\times 10^3$) E

c. Compute energy consumption in target year WITHOUT program (line 2a x 2b) ______________ ($\times 10^3$) NE

d. Enter number of items added to stock thru 77-80 WITH program (State estimate) ______________ N'

e. Enter average annual energy consumption per item WITH program (Table III.B or III.C or State calculation: see footnote) ______________ ($\times 10^3$) E'

f. Compute energy consumption in target year WITH program (line 2d x 2e) ______________ ($\times 10^3$) N'E'

g. Calculate energy savings as a result of program (line 2c minus 2f) ______________ ($\times 10^3$) NE-N'E'

Step 3: Calculate total savings for this item.

a. Add savings in terms of energy required to produce and transport item to savings in terms of energy consumed by item (line 1g + 2g) ______________ ($\times 10^3$) $E_s(P)$

Step 4: Enter total savings for this item into Summary Sheet.

Formula: $E_s(P) = (e\$ - e'\$') + (NE - N'E')$

Footnote (line 2b and 2e):

If item is an appliance, use Table III.B or make the following calculation:

________	x	________	x	3.413	x	3.33	=	________
Watts per hour (mfr's data		No. hours operation per year		Factor to convert watts to thou. Btu's		Elec. gen. factor		Thousand Btu's/year

If item is a vehicle, use Table III.C or make the following calculation:

________	÷	________	x	125	=	________
Miles per year		MPG		Factor to convert gallons to thousand Btu's		Thousand Btu's/year

State Name ____________________

Target Year ____________________

Summary Sheet for Accumulating Energy Savings for Mandatory Standards and Policies relating to Energy Efficiency in the Procurement Practices of States and Political Subdivisions

Item Description	Associated Energy Savings (from Worksheet, line 3a)
	$(\times 10^3)$

Subtotal ____________ $(\times 10^3)$

$\times 10^{-12}$

Calculate total energy savings in trillion Btu's by multiplying the subtotal by 10^{-12} =Total $\boxed{\quad (\times 10^{12})}$ Btu's

Table III-A

ENERGY INTENSITY (EI) IN STATE AND LOCAL PROCUREMENT FROM INDUSTRY
(in thousand Btu's per 1980 $) Estimated for 1980

Industry	EI	Industry	EI	Industry	EI
Bricks	(303)	Highway Passngr. Trans.	(63)	Musical Instruments	(47)
Steel Prod.	(233)	Motorcycles, Bicycles	(63)	Scales	(47)
Water Transp.	(210)	Flour Cereals	(63)	Special Dies and Tools	(47)
Inorganic-Organic Chem.	(206)	New Const.,Non residential	(63)	Auto Repair	(46)
Chem. & Fert. Mineral Mining	(187)	Wood Products	(62)	Sewing Machines	(46)
Air Transport	(180)	Forest, Fish Prod.	(62)	Flavorings	(45)
Paperboard Mills	(169)	Farm Machinery	(62)	Periodicals	(45)
Plastics	(158)	Meat Products	(62)	Election Tubes	(45)
Paper Mills	(155)	Light Fixtures	(61)	Semiconductors	(44)
Fabric Wire Prod.	(132)	Meat, Animal Prod.	(61)	Food Prod. Mach.	(44)
Concrete Blocks	(126)	Commercial Printing	(61)	Electronic Components	(44)
Agricultural Chemicals	(122)	Electric Housewares	(60)	Med., Health Services	(44)
Fertilizer	(122)	Dehydrated Products	(60)	Wood Office Furniture	(43)
Misc. Chem. Prod.	(122)	Metal Office Furniture	(60)	Apparel from Purchased Mat.	(43)
Alum. Castings	(121)	Rice Milling	(59)	Dental Equipment	(43)
New Const., Highways	(110)	Motor Vehicles & Parts	(58)	Bakery Prod.	(43)
Steel Springs	(109)	Safes, Vaults	(58)	Cutlery	(43)
Sugar	(107)	Refrig. Machinery	(58)	Motor Freight Transport	(43)
Water, Sanitary Serv.	(102)	Const. Machinery	(58)	Small Arms	(43)
Asbestos Prod.	(99)	Hand Tools	(58)	Surgical Supply	(43)
State, Local Govt. Enterp.	(97)	Games	(57)	Advertising	(42)
Stone, Clay, Min.	(98)	Brushes	(57)	Woodworking Machine	(42)
Metal Stampings	(96)	Curtains	(56)	Drugs	(41)
R R and Street Cars	(95)	Footware Cut Stock	(56)	Wood Fixtures	(41)
Glass Products	(92)	Rubber Footwear	(56)	Fruits	(41)
Paperboard Containers	(91)	Ice Cream	(56)	Uphol - Household Furn.	(41)
Paint Products	(90)	Service Industry Machines	(56)	Opthalmic Goods	(40)
Fab. Metal Products	(89)	Public Bldg. Furniture	(55)	Wood Household Furn.	(40)
Pipeline Transport	(87)	Nonprofit Org.	(55)	Silverware, Jewelry	(40)
Misc. Plastics	(86)	Fluid Milk	(55)	(Veg), Misc. Crops	(40)
Broad Fabric Mills	(85)	Fish	(55)	Switchgear	(40)
Food Utensils	(85)	General Ind. Mach.	(55)	Mech. Measuring Serv.	(40)
Tires	(85)	Boat Building	(55)	Misc. Leather	(40)
Misc. Rubber Products	(82)	Educational Service	(54)	Photographic Equip.	(40)
Storage Batteries	(82)	Maint. Const., other	(54)	Book Publishing	(39)
New Const., other	(81)	Motors, Generators	(54)	Electric Lamps	(39)
Conventional Paper Prod.	(80)	Food Preparation	(54)	Scien. Instr.	(39)
Pottery Products	(80)	Soft Drinks	(54)	Watches, Clocks	(38)
Cooking Oils	(79)	Canned Sea Foods	(54)	Office Machines	(38)
Sanitary Paper Products	(79)	Macaroni	(54)	Radio, T.V. Sets.	(37)
Floor Coverings	(78)	Internal Combustion Eng.	(53)	Printing Machine	(36)
Metal Household Furn.	(77)	Medical Instr.	(53)	Post Office	(35)
Small Arms Ammun.	(77)	Fabric Textile Prod.	(53)	Footware Except rubber	(35)
Gaskets	(76)	Furn., Fixtures	(53)	Metal Cutting Tools	(35)
New Const., Pub. Utilities	(75)	Primary Batteries	(53)	Wholesale Trade	(34)
Prepared Animal Feed	(75)	Forest, Grn House, Nur.Prod.	(52)	Retail Trade	(34)
Cleaning Preparations	(73)	Laundry Equip.	(52)	Ind. Controls	(34)
Railroad	(73)	New Const., Residential	(52)	Aircraft	(34)
Metal Fixtures	(73)	Mattresses	(52)	Optical Instr.	(34)
Hotels	(72)	Athletic Equip.	(52)	Misc. Printing	(33)
Household Appliances	(71)	Engine Elec. Equip.	(52)	Motion Pictures	(31)
Household Laundry	(71)	Signs, Ads.	(52)	Agr. Forestry, Fishery Serv.	(31)
Welding Apparatus	(71)	Industrial Trucks	(51)	X-ray Equipment	(31)
Housing Furnishings	(71)	Confectionary Prod.	(51)	Elec, Meas. Instr.	(30)
Butter	(71)	Elec. Ind. Apparatus	(51)	Misc. Publishing	(30)
Condensed Milk	(69)	Metal Forming Tools	(50)	Coffee	(29)
Floor Coverings	(68)	Phono Records	(49)	Radio - T.V. Comm. Equip.	(28)
Household Cooking Equip.	(68)	Toilet-Preparations	(49)	Typewriters	(28)
Envelopes	(68)	Personal Service	(49)	Radio - T.V. Broadcast	(27)
Poultry, Eggs	(68)	Household Vacuums	(49)	Misc. Business Services	(25)
Canned Fruit, Veg.	(68)	Misc. Manufactures	(49)	Misc. Professional Services	(24)
Frozen Food, Vegetables	(67)	Pens and Pencils	(48)	Amusemt., Rec. Serv.	(23)
Office Supplies	(67)	Metal Working Mach.	(48)	Real Estate	(22)
Cheese	(66)	Hospitals	(48)	Insur. Carriers	(20)
Canned Specialties	(66)	Maint. Const., Residential	(47)	Communications	(16)
Pickles, Dressing	(65)	Pumps, Compressor	(47)	Doctors, Dentists	(14)
Household Refrig. Equip.	(65)	Machine Shop Products	(47)	Security & Commodity Brokers	(11)
Hardware	(65)	Stone Products	(47)		
Feed Grains	(64)	Newspapers	(47)		

Source: SRI, Op.cit. pp.43-47. 1980 calculations based on SRI formula and data from "Energy Costs of Goods and Services, 1963 and 1967," by R.A.Herendeen and C.W.Bullard, III, University of Illinois (November 1974).

Table III.B

ESTIMATES OF ENERGY CONSUMPTION OF REPRESENTATIVE ELECTRICAL DEVICES AS USED BY STATE AND LOCAL GOVERNMENTS (ANNUAL)

Device	Energy Required To Supply Electricity* (thousand Btu)	Device	Energy Required To Supply Electricity* (thousand Btu)
Air conditioner (window)	17,800	Range (electric)	24,100
Clock	500	Refrigerator Freezer (14 cu ft conventional)	24,400
Clothes Dryer (electric heat)	55,200	Refrigerator Freezer (frost free)	32,900
Clothes Washer (automatic)	2,800	Skill Saw	5,700
Coffee Maker	8,000	Typewriter	300
Dishwasher	13,600	Vacuum Cleaner	6,800
Disposal	1,300	Air Compressor (1/2-hp elec. motor)	4,200
Drill, Electric (¼")	700	Arc Welder (37-½ amp)	25,600
Electric Oven	28,400	Drill Press (1/2-hp elec. motor)	2,100
Food Blender	1,100	Grindstone (1/3-hp elec. motor)	700
Floor Polisher	4,500	Lathe, Metal (1-hp elec. motor)	2,100
Food Freezer (15cu ft)	32,900	Lathe, Wood (1-hp elec. motor)	3,400
Fry Pan	10,200	Table Saw (1-hp elec. motor)	6,400
Hot Plate	7,100	Soldering Iron	2,800
Lawn Mower (electric)	5,700	Television Set (color)	4,000
Light Bulb	2,800	Tape Recorder	600
Light, Florescent Tube	1,100		
Microwave Oven	4,100		
Movie Projector	300		
Photo Copier	30,700		

---

* Assuming 30 percent overall efficiency in generation and transmission.

Source: SRI, Op.cit., p. 51 (calculations made based on a variety of sources referenced therein)

Table III.C

ESTIMATES OF ENERGY CONSUMPTION OF REPRESENTATIVE GASOLINE-POWERED VEHICLES

Vehicle	Energy Consumption per Year (thousand Btu)
Automobile	
Under 1800 lbs	90,000
1800-2249	120,000
2250-2799	130,000
2800-3799	180,000
3800-4799	250,000
4880 and over	280,000
Light truck	190,000
School bus	130,000

Source: SRI, op.cit., p. 53 (calculations based on data from Consumer Reports and U.S. Dept. of Transportation "Energy Statistics.")

Note: The automobile estimates are based on U.S. average miles travelled per year of 20,000, which could be substantially different from a State's actual usage of some types of automobiles. Moreover, if the State has data by make of car, it should use EPA mileage figures and categories instead of the ones used by SRI. Such substitutions for the data on page 53 of the SRI report would cause the yearly consumption figures for use in the formula to be different from the ones presented here.

9729

3

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION

INTEROFFICE MEMO
Metropolitan Branch

TO: DONALD R. ADAMS
Project Development Manager

DATE: March 16, 1978

FROM: ROBERT N. BOTHMAN Bothman
Administrator

SUBJECT: Basin/Going-Greeley/I-5 project

NOTED
E. S. HUNTER

We have completed the process to the hearing for the subject project. The next and last step of primary responsibility for your shop is to expedite the completion of the transcript so that we have that effort finished as soon as possible after the 45-day period.

Second, I would like to have you and Wayne Schulte expedite the hearing study report by METRO in draft form so it can be presented expeditiously to the location section.

Third, and the last effort by METRO, is to work with the city to obtain a resolution for their recommendation on the project.

I understand we have heard no comments at this point on the DEIS. I would like you to keep a handle on that effort so there is no delay to DEQ or other agencies. If there is some request, I want to be involved in the decision if we delay the 45-day period. I see no reason for that delay as DEQ has been involved in the project from the beginning.

After we have completed the above three steps, I would like you to keep track of the project so we get the final environmental impact statement completed expeditiously, with a maximum period of three months. I'm not interested in another two or three years delay as was experienced on I-505. Let's realistically set a schedule with Gary Potter. If it's within that three months, that's satisfactory with me; if it's longer, I would like to be involved.

ebg

cc: F. B. Klaboe
E. S. Hunter
G. A. Potter

RECEIVED
TECHNICAL SERVICES
MAR 17 '78
REFER TO
FOR

Info	Rve.	R/D	D/R	Sign	Act	File

9729

5

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION

INTEROFFICE MEMO
Metropolitan Branch

TO: THE FILE

DATE: March 9, 1978

RECEIVED
DOT OPERATIONS
MAR 10 '78
REFER TO
FOR
File
Act
Sign
C/R
R/D
Inves
Info

FROM: ROBERT N. BOTHMAN
Administrator

SUBJECT: Basin/Going - Greeley/I-5
City council briefing

I briefed the city council on the subject project March 7, in preparation for the hearing March 15.

Doug Wright and Steve Dotterrer discussed Steve's attached report to the city council.

A brief discussion of the alternatives was pursued by Wayne Schulte.

The mayor immediately raised the issue that the project did not resolve the purpose of the Swan Island Task Force. He continues to impart his opinion that the project has not resolved the impacts of Swan Island on the Going Street neighborhood.

I informed him again that the task force two years ago identified two parts to the problem of relieving the Going Street neighborhood impacts. These were outlined in the memo by the then-chairman of the task force, Mayor Schrunk, to Ernie Bonner which indicated that ODOT was proceeding with the development of the transportation solution and requesting the city bureau of planning to proceed with the development of a solution to the neighborhood impacts.

The additional access relieves traffic from Going Street. The additional access has been used by the port as a vehicle to provide for an additional 4,000 employees on the island. Those 4,000 employees on the island bring the traffic up and above its current level on Going Street, providing no relief for the Going Street neighborhood.

The mayor indicated that until the mitigation of the impacts on Going Street, vis-a-vis the bureau of planning study are resolved, there was no reason to continue to pursue the highway improvement.

Commissioner McCready indicated she was fully aware of the above and that the bureau of planning report should be ready within the week.

The mayor indicated the immediate problem was the expansion of Freightliner Corporation who was threatening to move in order to provide for their expansion if they were not allowed additional access and parking on Swan Island. The city's lid of 3,100 vehicles in the peak hour on Going Street has caused the port to restrict the parking for the new developments; e.g., Freightliner's expansion. In the meantime, the established developments have nearly doubled the employment in the last three years since the Swan Island Task Force. The lid has been reached and the problem of the Going Street traffic impact is nearing a maximum.

ebg

cc: R. A. urco

Bothman

328-1978
120

THE CITY OF
PORTLAND
OREGON

NEIL GOLDSCHMIDT
MAYOR

OFFICE OF
PLANNING AND DEVELOPMENT

MIKE LINDBERG
ADMINISTRATOR

BUREAU OF
PLANNING

ERNEST R. BONNER
DIRECTOR

424 S.W. MAIN STREET
PORTLAND, OR 97204

PLANNING
503 248-4253

ZONING
503 248-4250

March 1, 1978

MA PDM PDE TSE SPC
ODOT - METRO
MAR 02 1978

MEMORANDUM

TO: Mayor Neil Goldschmidt
Commissioner Francis J. Ivancie
Commissioner Charles R. Jordan
Commissioner Connie McCready
Commissioner Mildred A. Schwab

PPS

FILE T/A

FROM: SD Steve Dotterrer, Transportation Planning ✓

RE: Informal Briefing on Swan Island Transportation Access (Basin/Going and Greeley/I-5 Projects).

On March 7th, ODOT and City staffs will brief Council on the above projects which are scheduled for public hearing on March 15. This memo gives the schedule for project development, describes the alternatives, project funding, and concludes with a section on other work of the Swan Island Task Force.

Project Schedule

The Basin/Going and Greeley/I-5 projects, originally proposed by the Swan Island Task Force, have been combined by ODOT into a single project. Over the last year, ODOT - working with City and Port staff as well as the Task Force - has done preliminary engineering for the project alternatives and prepared a Draft EIS. A copy of the DEIS was delivered by ODOT to each Commissioner's Office on February 13.

As noted previously, the public hearing on the DEIS is scheduled for March 15 at 7:30 p.m., in Humboldt School. Some time in late April, ODOT will ask the Council to select an alternative for the projects, based on information in the DEIS and the record of the public hearing.

If alternative projects are selected in April, construction for Greeley/I-5 and Basin/Going could begin in May and December, 1979, respectively. Depending on the specific alternatives, selected construction will take one to two years for each project.

The Alternatives

The basic decision concerning the Swan Island access projects is whether or not to provide second access to Swan Island. While the cost differences between individual alternatives for Basin/Going and

Greeley/I-5 are substantial, the environmental, economic and social impacts are basically the same for any combination of build alternatives since they all provide roughly equivalent transportation benefits.

The benefit to be gained by construction of the projects is continued industrial development on Swan Island. If the no-build option is selected, maximum employment for the Island would level out at about 9,000 employees (1976 employment was 7,000). The build option would allow employment to rise to 13,200, or full development of the Industrial Park. Both of these projections assume significant use of carpooling and transit. Building the projects will not appreciably reduce the noise and traffic problems in the Overlook neighborhood because truck and traffic volumes on North Going Street will be approximately the same as today at full development of the Industrial Park.

Basin/Going Projects:

After considering a number of alternatives, ODOT selected two for EIS analysis. Alternative 1 increases traffic capacity by grade separating the Basin/Going intersection and making Channel and Lagoon one-way streets. Alternative 3 C accomplishes the same objectives by a more extensive one-way street network. Both alternatives require the extension of Anchor Street across the Swan Island Lagoon. Additionally, both provide a bus transfer point.

BASIN/GOING

	TOTAL COST	R.O.W. COST	DISPLACEMENT
ALT. 1	$3,630,000	$175,000	0
ALT. 3C	$1,450,000	$ 90,000	0

Greeley/I-5:

Two alternatives were also selected for analysis for this project. Both provide ramp connections between Greeley Avenue and I-5. Connections for Fremont Bridge or Vancouver traffic are not provided. Alternative 2 provides grade separation at Interstate Avenue only for traffic from Greeley Avenue to I-5 southbound. Alternative 3 provides grade separation in both directions. Business and residence displacement occurs in the triangle of land between Greeley and Interstate Avenues.

GREELEY/I-5

	TOTAL COST	R.O.W. RELOCATION COSTS	DISPLACEMENT
ALT. 2	$5,215,000	$125,000	1 Business 3 Houses
ALT. 3	$6,266,000	$500,000	3 Businesses 5 Houses

Project Funding

For the build alternative, costs will range between $6,665,000 and $9,896,000. In terms of local match, 14% of the total cost will be required for the Basin/Going project. Discussions with the Port of Portland have yielded an understanding that the local match on this project can be shared, with the City and the Port each providing one-half of the local match. The Greeley/I-5 project is a somewhat different matter. Since it is a connection to the Interstate System, it is felt that it should be eligible for Interstate financing, in which case a local match of 8% would be required. While it is not known at this time whether or not the entire project will qualify for Interstate funding, it is clear that Interstate funding will be sought by the Oregon Department of Transportation. Given this consideration, the Department of Transportation has agreed to provide 8% local match financing on the project, as the State does on all Interstate projects. The City can complete the commitment to the project by agreeing to provide local match on any increments of the project which do not qualify for Interstate financing.

Swan Island Task Force

At this time, the Task Force has reviewed the alternatives proposed in the EIS but has not made any recommendations. In recent months, the Task

Force has concentrated its efforts on other elements of the Swan Island problem. They have directed Tri-Met, Port and City staff to develop some immediate and long-range transit programs to better serve the Island. Additionally, they have directed City staff to prepare a report on noise mitigation possibilities along north Going Street. Their recommendations on these matters will be available for consideration about the time Council selects alternatives for the highway projects. Finally, the Task Force has urged ODOT to appeal the Court's adverse opinion ruling on the night time truck route.

If you have any questions, I can be reached at 4254.

SD:hm

cc: Bruce Baker, Chief of Police
Don Bergstrom. Traffic Engineer
John Lang, Street and Structural Engineering
Mike Lindberg, Office of Planning and Development
Cowles Mallory, City Engineer
Gordon Morterud, Fire Chief
Leo Williams, Landmarks Committee
Doug Wright, Planning Bureau

1983 Greeley Connection to I-5 9729
Sec. Pacific Hwy. in Portland.
(Gr,pv,str,sign,ill,sig & ldsp) #2

9724 5

NOTED
E. S. HUNTER

October 5, 1977

RECEIVED
TECHNICAL SERVICES
OCT 5 '77
REFER TO
FOR

Duane Huckell
Dames & Moore
155 N.E. 100th Street
P.O. Box C-25901
Seattle, Washington 98125

Copy
#9380

RE: Preliminary Noise Report
Swan Island Study

Dear Duane:

We have reviewed the subject study and have discussed the report with the City of Portland, Bureau of Planning. The following is intended to provide you with sufficient guidance so that the report can be completed for integration in the EIS document.

First, as a general note, I am enclosing copies of the East Fremont environmental statement. This document is a good example of the disuussion, general level of detail, and graphics, that we prefer to see our environmental statements.

Our specific comments are as follows:

1. The impacts are discussed with reference to specific measuring sites and the sites are not referenced with respect to the roadway. Therefore, except in a very general way it is not possible for us to determine what the magnitude of the noise impact is.

We request that the noise impact be discussed in terms of the number of receptors impacted. The structures should be distinguished by type, i.e. residences, businesses, schools in the narrative.

Graphics showing the 65, 70, and 80 dBA L_{10} levels at a scale similar to that of the Fremont Bridge Access Study (see page 98) should be included.

The City of Portland has requested that houses impacted above the 70 and 65 levels be indicated by coloring in the outline of the structures in a two color scheme or be otherwise distinguished.

2. Mitigation alternatives and their desirability for each impacted area need to be discussed. Again, the Fremont Bridge Access Study is a good guide as to the level of detail we expect in the EIS. See pages 103 and 31. The City of Portland will be responsible for developing the mitigation and therefore would appreciate copies of any backup data, including assumptions, description of measurement sites, distances, property values, computer printouts, etc., which would assist them in determining placement, height, and effectiveness of berms or other suggested mitigation. Additionally, if you have any generalized literature of types of barrier treatments or can refer them to such literature, they would appreciate the suggestions.

3. We request the following additional revisions to the text: The discussion needs to focus on L_{10} levels rather than other parameters. FHWA guidelines state that we may use either L_{10} or L_{eq}, but not both. ODOT works exclusively with L_{10} levels and area reviewers are familiar only with this parameter.

We suggest dropping the discussion of E Category - L_{10}55 as we address ourselves only to mitigation of exterior L_{10} levels in excess of 70 dBA except in unusual cases such as schools. Graphics on pages 19 thru 25 should be dropped. Tables 9.2-2 and 9.2-3 could be combined to produce easier reference for the reader. This table should also focus on the L_{10} level by listing them first and L_{eq} levels should be eliminated.

If you need clarification of any points raised, please let me know.

Very truly yours,

ORIGINAL SIGNED BY
GARY A. POTTER

Gary A. Potter
Manager
Environmental Section

GAP:DK:cjh

bc: R. N. Bothman
E. S. Hunter ✓
J. H. Versteeg
Wayne Schulte

9724

S

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

October 3, 1977

NOTED
E. S. HUNTER

Dames & Moore
Mr. Miles Athey, Associate
Suite 500, Northgate Executive Center
155 N.E. 100th Street
P.O. Box C-25901
Seattle, Washington 98125

Copy
#9380

RE: Swan Island Study
Contract #6158

Dear Mr. Athey:

Persuant to our telephone conversation of this date, this letter is to substitute an item of work in the contract between the State of Oregon and Dames and Moore.

Your firm agrees to conduct the air quality, noise, land use and transportation affects of the new alternative on the project, referred to as the "no-build without the night-time route," at no extra cost to the State.

The State in turn, agrees to delete the requirement of printing 40 copies of the preliminary DEIS, 300 copies of the summary EIS, and 150 copies of the technical appendix by Dames and Moore, and instead will accept camera ready documents, ready for printing, and the state will do the printing. Dames and Moore will still furnish 10 copies of the air quality technical study.

All other provisions of the contract shall remain in full force and effect.

Thank you for your cooperation on this matter.

Very truly yours,

ORIGINAL SIGNED BY
GARY A. POTTER

Gary A. Potter
Manager
Environmental Section

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TECHNICAL SERVICES
OCT 3 '77
REFER TO

FOR
Info Inves R/D D/R Sign Act File

GAP:cjh
cc: E. S. Hunter ✓
R. N. Bothman
Wayne Schulte

NOTED
J. H. VERSTEEG

9724

STATE OF OREGON

INTEROFFICE MEMO

Coulter 5

TO: MEMO TO THE FILE

DATE: September 23, 1977

FROM: Wayne Schulte
WAYNE SCHULTE
Project Coordinator

SUBJECT: Basin/Going & Greeley/I-5
Citizens Advisory Committee Meeting
September 14, 1977

The citizens advisory committee for subject projects met on September 14 at the Port of Portland conference room. Attendees are listed on an attached sheet.

CAC Chairman Bruce Bosch requested a brief update of project activities. Items mentioned included the following:

1. The consultant has essentially completed his transportation analysis for the projects. His study of Greeley/I-5 alternate No. 1 indicated serious safety problems would occur on I-5 if this plan were built. As agreed at earlier project advisory committee meetings, if safety problems were foreseen, the alternative would not be fully evaluated. The alternative will be discussed in the project development section of the DEIS and in the technical appendix.

2. Revised cost estimates for the various project alternatives have been prepared. They include anticipated right-of-way costs and a 40% contingency and engineering allowance. The totals, in millions of dollars, are:

   Basin/Going

   Alt. 1 = 3.6
   Alt. 3C = 1.4

   Greeley/I-5

   Alt. 1 = 4.7
   Alt. 2 = 5.2
   Alt. 3 = 6.1

3. I stated that recent CRAG Board action reserves 1.3 million dollars of federal funds from the defunct Mt. Hood Freeway proposal to be used for the Basin/Going improvement. They also reserved 1.7 million for the Greeley/I-5 proposal. These monies would be used to supplement the expected FAUS funding for the projects.

4. The Federal Highway Administration has completed their analysis of traffic affects on I-5 if the Greeley ramps are built. They have said that alternates 2 and 3 would be acceptable connections from a traffic operations viewpoint. Based on this opinion, we can continue to fully evaluate and report on these alternatives in the DEIS. The FHWA's final decision regarding approval of the connection will be made after the hearing and review of the FEIS.

Proposed bus transfer locations for the Basin/Going project have been agreed upon by Tri-Met, Port of Portland and the technical advisory committee. Maps showing these sites were displayed and discussed. On alternate No. 1, the transfer areas would be at the Basin/Going intersection and on Anchor Street between Lagoon and Basin. On alternate 3C, they are proposed at the Basin/Going intersection and on the west side of Channel Avenue at Anchor Street.

The CAC was generally in agreement with the plans presented. There was some concern on alternate 1 as to whether the contra-flow lane for buses on Anchor Street between Channel and Lagoon was necessary. I explained that sufficient roadway would be available to institute this system if found necessary. It is anticipated the contra-flow lane would not be operational immediately upon completion of the Basin/Going project.

A question arose as to whether the existing 35-foot curb radius on the north side of Going at Greeley would be revised. Several members felt that trucks were experiencing difficulty in negotiating this turn and with the large increase in truck volumes expected, this problem could worsen. Preliminary investigation by our design staff indicates the ramp roadway could be widened to the north without much difficulty to provide a larger turning radius. The design effort is continuing relative to this concern.

The balance of the meeting was devoted to a noise presentation by the consultant's acoustics engineer, Brown Yue. He displayed numerous charts showing existing and anticipated noise levels based on noise measurements taken at seven locations on the projects. An additional three samples have been taken in the Going Street neighborhood and will be included in the final report. They were not included in this presentation.

Brown's analysis indicated that existing noise levels along Going Street are about 80 dBA_{L10} during daytime peak traffic hours. There would only be a 1 or 2 dBA increase with either the 1990 Build or No Build condition. During nighttime peak truck hour (1-2 a.m.), existing noise levels are 76 dBA_{L10}. They would decrease by 4-6 dBA for the Build and No Build conditions respectively.

An increase of 24 dBA is anticipated during the nighttime peak truck hour near the Holiday Inn under the 1990 No Build option. If a Build alternate is chosen, the existing noise level would be increased 3 dBA. This analysis is based on the assumption the Swan Island nighttime truck route would be in effect if a No Build option is selected.

Si Stanich and others are concerned that the night truck route may not be in operation and that a 1990 No Build condition without the route should be analyzed. We are currently preparing traffic data in order to address this concern.

Following the CAC meeting, I contacted our Legal Section in an attempt to determine when a decision regarding the truck route might be expected. They informed me that the judge hearing the case was Robert Lucas. They said he was serving as a pro tem judge at the time and has now returned to his own legal practice. He was supposed to have made his decision within 60 days of the hearing which was held last year. There is no indication when his ruling will be given.

9721

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION

INTEROFFICE MEMO
Metropolitan Branch

TO: THE FILE

DATE: September 23, 1977

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FROM: ROBERT N. BOTHMAN
Administrator

SUBJECT: Swan Island Task Force
meeting September 21, 1977

Two items were put on the agenda by vice-chairman Dick Ball; a lease agreement between the Port of Portland and Willamette Western for the Ports of Call facility, and the Dames and Moore consultant report on noise for the Basin/Going - Greeley/I-5 project.

A conflict with the proposed lease deals with an access road from Swan Island to the existing Willamette Western facilities down river from Swan Island around the bluff. The road would provide a corridor that would allow Willamette Western, that does not now have access to Swan Island and Going Street, access. The purpose is to provide a tie between the existing Willamette Western facilities and the proposed corporate offices in the Ports of Call development. Although the lease provides protection by way of designating a private access, the neighborhood is concerned that once the roadway is developed, it will soon become a major collector of traffic for Going Street.

A second conflict with the lease involves the development of addition lands in the form of a ten-acre option. The major concern, again with the neighborhoods, is the traffic which will be generated on Going Street.

No conclusions could be reached with considerable discussion based on the earlier city of Portland resolutions specifying traffic ceilings and whether or not this lease would violate those ceilings. The matter will be reviewed further by discussion at the next task force meeting.

A discussion pursued the noise report for the DEIS prepared by Dames and Moore for the Greeley/I-5 project. Glenn Odell requested additional contours. The draft report provides only the 70dBA L_{10} contour. His request is for perhaps 60, 65, 70, and 75; or at least 65, 70, and 75; or even 60, 65, and 70 coutours but enough noise contours to get a handle on the noise effects on Going Street.

Si Stanich requested additional measurement points. We now provide two points on Going Street. Steve Dotterrer advised that Paul Herman felt additional points were required to adequately plot the contours. Donna Kilber advised that we did have adequate information to plot the contours, in our professional opinions. Three additional points that were established and measured by the department to satisfy earlier requests have not been included in the study. Additional noise effort should be provided. This is the key to the entire project.

A discussion of the HUD noise level requirements was pursued by Don Mazziotti. This will relate to the work to be done by the city planning bureau to address the noise impacts from Going Street traffic and established from the Dames and Moore report. Mazziotti indicated that the report does not adequately provide enough impact information to proceed with development of land-use mitigation measures along the HUD guideline.

Stanich advised and requested that the no-build alternative should not include the nighttime truck route. Odell indicated that since the criteria is based on the peak hours, the truck route would have no effect. Wayne Schulte advised the task force that the no-build would make the assumption that the truck route was not in effect.

The next meeting of the group was established for October 28.

ebg

cc: F. B. Klaboe
G. A. Potter

Form FHWA 121 (Rev. 5-73) 172 ? . Cusack (Volach?) HA GREEN Fremont I-5 N

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: Sept. 21, 1977

In reply refer to: HA-OR

SUBJECT: Oregon Projects M-9975(1) & M-9926(1)
N. Greeley Ave. Connections to I-5
Swan Island Access

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Chief of Operations
Oregon Department of Transportation
Salem, Oregon

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ENGINEERING SECTION

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Through correspondence over the past several months we have requested and you have furnished information concerning alternatives for the Swan Island access study which involve new access points on existing I-5. The purpose of our review was to assure that alternatives which are operationally unacceptable are not advanced through the full environmental analysis process. A review of the alternatives submitted by Mr. Bothman's May 9, 1977, letter and supplemental information submitted on July 29, 1977, has now been completed. The following comments are furnished:

1. The Alternate II design is adequate for full analysis through the draft EIS process. A qualifying statement should be included in the DEIS that FHWA approval of new points of access to I-5 and any deviation from Interstate standards would be considered separately when the environmental analysis is complete.

2. Alternates I or IA which provide an on-ramp between the Fremont Bridge ramp and the Broadway Street off-ramp are not operationally acceptable and should not be advanced through the DEIS process.

? Not studied by FHWA - This is a "political expedient" to limit size of study.

In addition to the above specific comments on the alternative ramp designs, the following comments concern broader aspects of the current study and analysis.

1. It is stressed that a full objective analysis of no-build, expansion of Going Street and various transportation system management strategies should be included in the Swan Island access study.

2. The effective functioning of I-5 is an important transportation issue which requires attention. It is apparent that alternatives being considered for access to Swan Island will cause additional impacts which further emphasize the need for addressing I-5 in a broader sense. You should undertake an analysis of possible I-5 improvements in conjunction with the advancement of Swan Island

access improvement projects. To a limited extent some possible adjustments to I-5 were identified in Mr. Bothman's July 29 letter. A more extensive analysis including such considerations as improvements and adjustments to I-5 and traffic management strategies including ramp metering and preferential ramp use is needed. Also, Swan Island Access and I-5 improvements should be studied from the standpoint of the opening of I-205.

Original signed by
E. J. Valach
Dist. Engineer
G. L. Green

cc:
Region HED-010.4
ODOT (Bothman)

9729

STATE OF OREGON

INTEROFFICE MEMO Klabge
5

TO: MEMO TO THE FILE

DATE: September 20, 1977

Wayne Schulte

FROM: WAYNE SCHULTE
Project Coordinator

SUBJECT: Basin/Going and Greeley/I-5
Technical Advisory Committee Meeting
September 12, 1977

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The attached list of technical advisory committee members met at the METRO office on September 12.

We initially discussed the consultant's environmental study progress. I stated the noise and transportation analyses are complete and that the preliminary write-up of those findings have been prepared.

At the request of several citizens in the Going Street area, additional noise measurements were taken by ODOT and supplied to the consultant for inclusion in his study. Results of the consultant's noise evaluations were presented to the CAC at a meeting held September 14.

The meteorology and climatology section of the DEIS is complete. Revised guidelines by the Environmental Protection Agency require a change in the computer program to finish the air quality total emissions analysis. The computer program is being provided by the ODOT Environmental Section.

It is anticipated the preliminary DEIS will be available for agency review about mid-October. This would be about two weeks later than the consultant had originally scheduled but should not postpone the Feburary, 1978 hearing date.

I reported that Cliff Christianson of the FHWA has stated their staff has agreed that Greeley/I-5 alternates No. 2 and 3 would be acceptable connections to I-5. This determination was arrived at only from a traffic operations standpoint. It does clear the way for us, however, to fully evaluate and report these alternatives in the DEIS. The final decision regarding the connection will be made by Federal transportation officials after the hearing and a review has been made of the final environmental statement.

Proposed bus transfer locations for the Basin/Going project were the next items discussed. I mentioned that several meetings had been held with Tri-Met and Port of Portland representatives to gain their input into the plans presented. They have indicated to us where heavy concentrations of potential bus riders are expected and the desired bus routings. Tri-Met will use identical routings for both a.m. and p.m. service.

After discussing the bus transfer site drawings, the committee agreed that the locations favored by Ron Higbee of Tri-Met were satisfactory. On alternate 1, transfer areas would be at the Basin/Going intersection and on Anchor Street, between Lagoon and Basin avenues. On alternate 3C, transfer sites would be at the Basin/Going intersection and on the river side of Channel Avenue at Anchor Street. Alternate 3 would be designed to allow a contra-flow lane for buses on Anchor, between Channel and Lagoon.

Sidewalks will be built in all areas of the project where roadway construction will require removal of the existing walks. It is not felt prudent to include sidewalks as part of the contract work in all of the project areas since a large amount of the adjacent land is not developed.

We discussed the possibility of constructing a pedestrian overcrossing at the bus transfer site near the Basin/Going intersection. Steve Dotterrer says the City Planning Bureau would like the pedestrian structure built as part of the project. They feel the project is being built to accommodate 1990 vehicular traffic and in turn should be built for 1990 pedestrian use.

Several on the committee felt space should be provided to construct the pedestrian facility when the need occurs. There was further sentiment that the bus riders (transfers) could be transported by bus to, or very near to, their destinations.

In order to get a unified position from the City regarding the pedestrian structure, John Phipps will arrange a meeting with John Lang, Don Bergstrom, and Doug Wright. If they agree that the overcrossing should be built as part of the project, it will be included in our designs and be presented at the public hearing.

Dotterrer stated he had contacted the City's bicycle route coordinator for recommendations to handle bike traffic on Swan Island. His suggestion was to provide 16-foot outside travel lanes on Basin and Going instead of a separated bikeway. He feels the bicyclists could ride near the outside edge of the lane in relative safety and that this area would tend to be kept free of debris by drafts from passing vehicles.

We also mentioned that it would be possible to build a passage under the west end of the present railroad structure on Going, to provide a safe crossing for bicyclists and pedestrians.

We did not set a date for the next TAC meeting.

WS/ldo

Attachment

97-1

Coulter

326-1978 5
326-1987

STATE OF OREGON

INTEROFFICE MEMO

TO: MEMO TO THE FILE

DATE: August 26, 1977

Wayne Schulte

FROM: WAYNE SCHULTE
Project Coordinator

SUBJECT: Basin/Going & Greeley/I-5
TAC Meeting
August 11, 1977

The Technical Advisory Committee for subject projects met at the METRO office on August 11. Members in attendance are listed on attached sheet.

The meeting opened with a brief update of project activities which included the following:

1. Environmental study efforts are continuing by Dames & Moore (consultants). They have completed on-site noise measurements and are now analyzing the acquired data. A survey of several residents and businesses in the project area will be conducted August 15-19 to obtain additional information for the social and economic study. The transportation analysis is also well underway.

2. A neighborhood meeting was held at the Overlook House on July 25. Approximately 600 residents were invited to the meeting by the Overlook Neighborhood Association. About 35 people were in attendance, in addition to staff personnel from the City, Port, Dames & Moore and ODOT. The proposed transportation projects and Port development were discussed at length. Several residents suggested other roadway accesses to Swan Island be studied. All of their suggested routes had been considered during earlier studies but discarded because of cost and inadequate traffic handling capabilities. Citizens expressed concern that Port developments might proceed unrestrained without the transportation improvements. They were assured this would not occur; furthermore, the city council has passed a resolution limiting traffic volumes east of Basin Avenue on Going, to 3,100 during peak hour, peak direction. This would be in effect until the transportation projects are completed.

3. The study of traffic implications on I-5 if the Greeley ramps are built is continuing by the FHWA. A traffic specialist from Washington, D.C. has been assisting the Division and Regional offices with the evaluation. It is expected a decision as to whether the proposed ramp connections meets with their approval will be rendered in early September.

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4. Preliminary construction estimates have been prepared for the various project alternatives. They include right-of-way and relocation costs where applicable and also include the customary 40% loading to cover contingencies. Estimated costs (in millions) are:

Basin/Going

Alternate #1 = 3.6
#3C = 1.4

Greeley/I-5

Alternate #1 = 4.7
#2 = 5.2
#3 = 6.1

I told the committee the consultant's transportation analyst had informed me that building Greeley/I-5 Alternate No. 1 would create safety problems on I-5 south due to insufficient weave distance. He feels that the large amount of inclement weather in this area and since triple trailers are legal here, this would combine with other factors to create an accident rate about twice that of alternates 2 or 3. I reminded the group that at our TAC meeting of May 10, we agreed to have the consultant evaluate traffic conditions under Alternate 1. If the analysis indicated problems on I-5 would be acute, the alternate would not be studied further. After further discussion on the issue, all committee members present recommended the alternate only be mentioned in the project development section of the DEIS and technical appendix. Only alternates 2 and 3 and no-build will be fully evaluated for the Greeley/I-5 portion of the project.

The possibility of additional vehicle trips on Greeley Avenue north of Going Street was discussed. Based on travel time checks and the computerized highway network, about 2,000-6,000 vehicle trips would be attracted to this section of roadway in 1990 if the Greeley ramps are built. This increased vehicle use would not be in concert with the City's Arterial Street Policy and would negatively affect the Kaiser Hospital complex.

I have requested Don Bergstrom, City Traffic Engineer, provide me with a policy statement indicating what action the City would take to discourage this increased use. An example of a disincentive would be the adjustment of traffic signals on Greeley to favor the intersecting street traffic flows. Information from the City's statement would be used to address the issue in the project DEIS.

The committee discussed the consultant's concern relative to the formerly considered connection from Greeley to the Fremont Bridge ramps. The consultant has questioned whether the proposals should be included in the environmental report.

In 1975, two proposals were considered. They were dropped from further study when it was determined ramps from Greeley to I-5 would better serve traffic at comparable cost. The cost to construct connections from Greeley to both the Fremont Bridge and I-5 would be prohibitive. It has been decided to mention the Greeley/Fremont ramp proposals in the project development section of the impact statement.

Drawings showing tentative bus turnouts at the Basin/Going and Anchor/Channel intersections were presented and discussed. It was mentioned that 80% of the potential bus ridership on the Channel Avenue side of the island would be located near the Freightliner building at Anchor Street. A coordinated effort between Tri-Met, Port, City and ODOT is being pursued to finalize the bus turnouts. It is felt necessary to reach agreement on this issue prior to deciding upon actual locations for the bikeway/sidewalks since they are interrelated. If a bus turnout is built at the Basin/Going interchange, Steve Dotterrer felt a pedestrian overcrossing should be constructed as part of the project. Many were not in agreement with this viewpoint and felt the pedestrian facility should be built when sufficient Port Center development is realized. It is clear that a pedestrian cross-walk, whether signalized or not, is not feasible with the heavy traffic volumes anticipated in this area.

Some enthusiasm was expressed for a bikeway on the south side of Going Street west of the railroad structure. If this location is chosen and since the existing walk is on the north side, it may be possible to cross Going Street with a bikeway under the west end of the railroad structure.

A date was not set for the next meeting.

WS/ldo

Attachments

cc: F.B. Klaboe
H.S. Coulter
G.A. Potter
J.H. Versteeg
J.B. Boyd
E.L. Hardt
R.N. Bothman
J.D. McClure
C.T. Christianson
A.D. Olson
G.F. Bresnan
John Hanks
Donna Kilber
L.S. Oseran
Laura Taylor

9729

5

STATE OF OREGON **INTEROFFICE MEMO**

TO: MEMO TO THE FILE

DATE: July 29, 1977

FROM: Wayne Schulte
WAYNE SCHULTE
Project Coordinator

SUBJECT: Basin/Going & Greeley/I-5
Overlook Meeting

On July 25 at 7:30 p.m., a neighborhood meeting was held at the Overlook House, 3839 N. Melrose Avenue, to discuss subject projects. The meeting was scheduled and chaired by Si Stanich of the Overlook Neighborhood Association. Through the cooperation of Jerry Mounce, Neighbors North, meeting announcements were sent to approximately 600 residents in the Going Street vicinity. Also invited and attending were members of the project advisory committees, representatives of City Planning and Traffic bureaus, Commissioner McCready's office, and the Port of Portland. Total attendance was about 50, of which 15 were staff from City, Port, State, and the environmental consultant.

Stanich opened the meeting with a briefing on studies leading to the Basin/Going and Greeley/I-5 projects. Investigation of alternate vehicular access to Swan Island began in earnest with the formation of the Swan Island Task Force in 1974. This group studied nine possible routings with serious consideration given to possible funding limitations. The Task Force felt the presently proposed projects would provide the best solution at a realistic cost.

Frequently during the meeting, residents suggested other routes for study. All routes mentioned had been investigated and discarded by the Task Force due to traffic handling problems and prohibitive cost.

I explained maps showing the proposed alternates and discussed the project development schedule.

Don Barney, Port of Portland, discussed Port development plans. Citizens expressed some disfavor with Port development before construction of the highway projects. Barney stated that the city council had passed a resolution limiting traffic volumes in one direction on Going Street, east of Basin Avenue to 3100 during peak hour. This will be in effect as an interim measure to control growth on the island.

Several citizens questioned why the Going Street speed limit had not been reduced. Stanich stated the Speed Control Board found no justification to lower the speed during their review in 1976. I confirmed this and mentioned the names of the Speed Control Board members. I also stated their meetings are public and that citizens' written comments are accepted by the Board for review.

The environmental study area was discussed with particular emphasis given to the Going Street area. Duane Huckell of Dames & Moore Consultants, then listed seven critical receptors where on-site noise readings will be taken. It was stressed that readings do not need to be taken at every residence to develop noise contours for the project. Sites for noise and air sampling are selected through the cooperation of DEQ, ODOT Environmental Section, and the environmental consultant.

Upon completion of the noise analysis, the consultant will present his findings to the Swan Island Task Force. The City Planning Commission will then assist the Task Force in evaluating the data and developing corrective measures if necessary.

Reply sheets which had been distributed to those in attendance were collected and the meeting adjourned at 9:30 p.m.

WS/ldo

cc: F. B. Klaboe
H. S. Coulter
G. A. Potter
R. N. Bothman

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ROBERT W. STRAUB
GOVERNOR

Department of Transportation
METROPOLITAN SECTION
5821 N.E. GLISAN, PORTLAND, OREGON 97213

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NOTED
H.S. COULTER

K

July 29, 1977 Telephone 238-8226

GLEN L. GREEN
Division Administrator
Post Office Box 300
Salem, OR 97208

Subject: N. Greeley Avenue connection
to I-5, Swan Island access

The attached report has been prepared in response to your request of June 24, for additional information in order to evaluate the alternatives submitted for your consideration on the subject project on May 9.

In response to Item No. 1, our findings support our May 9 report, indicating that higher average truck speeds could be expected on the Greeley ramp as compared to the AASHTO standards.

In response to Item No. 2, the feasibility does exist for providing an additional lane on I-5. However, I believe serious consideration would have to weigh the benefits of relieving the congestion versus reducing the standards.

In response to Item No.3, major construction would be required to widen I-5, in order to relieve congestion projected either with or without the Greeley ramp project.

The construction of the Greeley ramps is mandatory in order to provide for continuing development of Swan Island. The current Going Street access to I-5 is unsatisfactory to the local jurisdiction. A continuing increase of volume of traffic accessing I-5 at Going Street will become a serious congestion problem on I-5 without construction of the Greeley ramps. The Greeley ramps will provide for a better distribution of traffic from the Swan Island area to I-5, and thereby provide a solution to the development of Swan Island, a partial solution to relief of access through the city neighborhoods, and provide improved distribution of that traffic onto I-5 and the flow of traffic on I-5.

Please advise if further discussion or information is required in order to assist you in your evaluation of the project alternatives.

ORIGINAL SIGNED BY R. N. BOTHMAN

ROBERT N. BOTHMAN
Administrator
ebg
cc: F. B. Klaboe J. H. Versteeg
H. S. Coulter G. A. Potter
E. S. Hunter L. E. George

9729

326-1978
326-1987

STATE OF OREGON **INTEROFFICE MEMO**

TO: MEMO TO THE FILE

DATE: July 12, 1977

Wayne Schulte

FROM: WAYNE SCHULTE
Project Coordinator

SUBJECT: Basin/Going & Greeley/I-5
CAC & TAC Meeting
June 29, 1977

The citizens and technical advisory committees for the subject projects met in a joint meeting at the Metro office on June 29. A list of committee members in attendance is attached.

The meeting was chaired by Wayne Schulte in the absence of Bruce Bosch, CAC Chairman.

It was stated that authorization for the consultant to proceed with preparation of the environmental impact statement was received on June 24. Traffic data necessary for transportation, air and noise analysis has essentially been supplied the consultant. Plans, profiles and typical sections for the various alternatives have also been submitted. It is anticipated construction cost estimates will be sent during the week of July 11-15.

The FHWA review of traffic concerns on I-5 related to construction of the Greeley/I-5 ramps is continuing. An FHWA request has been received for the following additional data:

Truck speeds for vehicles currently using Going Street.

Feasibility of added lanes on I-5 in areas shown to be deficient with Greeley ramps.

Possibility of alleviating capacity problems on I-5 between Going and Fremont without Greeley ramps.

This information should be provided to the FHWA Division office by July 22. A decision from the Secretary of Transportation as to whether he approves of the connection from a traffic standpoint will follow. As stated at earlier meetings, retaining the integrity of I-5 is a primary concern.

Tri-Met representatives expressed their thoughts of serving public transportation needs on Swan Island with the Basin/Going alternatives. They did not have any suggested bus turnout locations shown on the maps presented and felt there would be problems in efficiently serving the island area.

Bus service to Port Center and the Freightliner offices is of prime importance. Also stressed was the need to give strong consideration to pedestrian safety in conjunction with the proposed bus service.

Following the transit discussion, it was decided ODOT should prepare sketches showing their ideas for bus turnout locations. This has been completed and a meeting was held with Tri-Met and Port officials on July 8 to discuss the issue. As a result of this session, revisions are being made which hopefully will result in an agreed solution at a follow-up meeting.

Miles Athey presented the consultant's DEIS preparation schedule; copy attached. This led to a question by Barbara Jaeger as to why the air quality monitoring was not scheduled during August and September. She had heard from a representative of DEQ that they were the two worst case months in the Swan Island area. I stated that Tony George, Transportation Control Coordinator for DEQ, had informed me the most critical period was during November through January. After the meeting, I contacted Mr. George who confirmed the November-January period as the worst months for carbon monoxide and lead concentrations. This determination agrees with the consultant's air monitoring schedule as these are the primary pollutants being analyzed.

A separate air quality report will be prepared by the consultant but it will probably not be complete in time for the hearing anticipated in February, 1978. This would not delay the hearing as the DEIS will be available which will address project air quality based on a gross emissions analysis.

It was stated that impacts such as traffic, air, and noise will be identified along Going Street as part of the environmental study. There apparently had been some confusion as to whether Going Street impacts would be included.

As requested, a meeting has been scheduled with residents of the Overlook Neighborhood Association to discuss development of the projects. The meeting will be held at 7:30 p.m., Monday, July 25, at Overlook House, 3539 N. Melrose Avenue.

At the conclusion of the general CAC-TAC meeting, consultant personnel and committee members divided into smaller groups for about an hour to discuss specific project concerns.

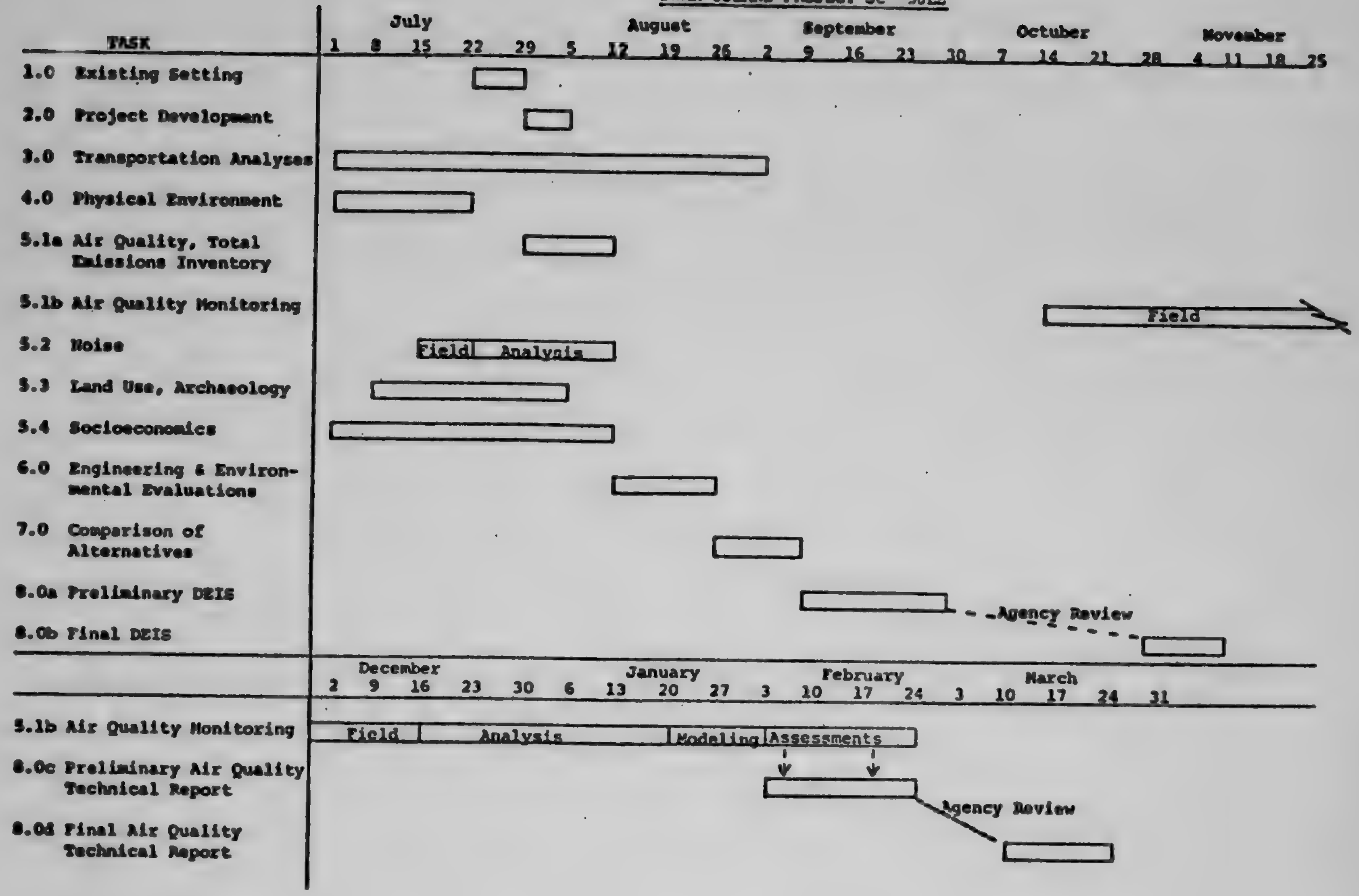
Below is a list of consultant personnel and their area of responsibility:

Dames & Moore Swan Island Project Staff

* Miles M. Athey - Project Director
* Duane A. Huckell - Project Manager
* Daniel I. Riley (TRANSPO) - Transportation Analyses
* George Y. Lou - Air Quality/Meteorology/Climatology
* Brown K. Yue - Acoustical Engineering (Noise)
Patrick L. Burden - Socioeconomics
Duane A. Huckell - Land Use, Archeology
Stanley J. Walden - Biology/Water Quality
* Anthony J. Wright - Geology/Hydrology/Soils

* Present today 6/29/77

SWAN ISLAND PROJECT SC ULE



Basin/Going and Greeley/I-5 Projects

FACT SHEET

BACKGROUND: Three years ago concerned citizens of North Portland noted that the primary access route to Swan Island, carrying nearly 75% of the traffic to the area was Going Street, while the remaining 25% used Greeley Avenue. Adjacent neighborhoods experienced air, noise, traffic and safety problems and vehicular congestion as a result.

The Portland City Council set up the Swan Island Task Force (SITF), composed of neighborhood residents, Swan Island businesses, and affected agencies and bureaus, to improve access to Swan Island as well as plan for long-term, controlled growth of the island. Preserving and providing relief to the Going Street neighborhood was a major goal of the Task Force.

SWAN ISLAND TRANSPORTATION STUDY: A guide for transportation planning in Swan Island, the Swan Island Transportation Study was developed by the Port of Portland. The report recognized that North Going, the main access street to Swan Island, could not handle the traffic that would be generated by future development of the island. The report recommended development of a grade separation structure at the Basin/Going Street intersection and access ramps from Greeley Avenue to and from the south on Interstate 5 as proposed by the Swan Island Task Force. This report was endorsed by the Swan Island Task Force.

STUDY AREA: Going Street neighborhood on the north, I-5 on the east and Greeley Avenue on the west compose the study area for the Basin/Going and Greeley/I-5 projects.

PLANNING BEGINS: These projects were set in motion with approval of the Task Force recommendation by the city council, Columbia Region Association of Governments (CRAG), Oregon State Highway Division (OSHD), and the Federal Highway Administration (FHWA). The Oregon Department of Transportation (ODOT) was given the green light to begin preliminary engineering work on the Basin/Going and Greeley/I-5 projects in November, 1976.

CITIZENS AND TECHNICAL ADVISORY COMMITTEES: Members of the Task Force were included in the citizens advisory committee for the Basin/Going and Greeley/I-5 projects to provide neighborhood involvement through all stages of these projects. A partnership of local government, citizens and transportation agencies form a technical advisory committee for the projects. Both the citizens advisory committee and the technical advisory committee report findings cooperatively. Expansion of transit service, carpooling, and staggered work hours for business to reduce peak hour vehicular traffic are being considered by these advisory groups.

ENVIRONMENTAL STUDIES: Environmental studies are now under way to evaluate the air, geological, historical, noise and traffic impacts of the projects, as well as the socioeconomic effects. Completion of a draft environmental impact statement should occur in December, 1977. The draft environmental impact statement will report the impacts of the build and no-build alternatives to the Swan Island Task Force and the community at large, with copies available prior to the public hearing.

SCHEDULE: The draft environmental impact statement will be presented at a public hearing scheduled for February, 1978. If the projects proceed on schedule, construction of the Greeley/I-5 project is expected to begin in April, 1979 and Basin/Going in November, 1979.

Oregon Department of Transportation
7/12/77

1-7

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THE CITY OF
PORTLAND
OREGON

OFFICE OF
THE MAYOR
NEIL GOLDSCHMIDT
MAYOR

1220 S. W. FIFTH AVE.
PORTLAND, OR. 97204
503 248-4120

RECEIVED
JUL 12 1977
OFFICE OF
Glenn L. Jackson

MEMORANDUM

Date: July 7, 1977

To: Glenn Jackson, Chairman
Oregon Transportation Commission

From: Neil Goldschmidt

Subject: GREELEY/1-5 RAMP PROJECT -- FUNDING RECOMMENDATION

As you are probably aware, the Oregon Highway Division, City of Portland, and Port of Portland, have been proceeding with preliminary engineering work on the Greeley/1-5 ramp connection project. This work is being carried out with Federal Aid Urban System (FAUS) funds allocated by the City of Portland from its "fair share" of such funds. The purpose of the work is to accomplish engineering plans and environmental impact analyses for the proposed project. This work will be completed late this year, and a public hearing is scheduled for February, 1978, pursuant to a decision to proceed with implementation of the project.

The Greeley/1-5 project is critical to achieving Port and City economic development objectives in further industrial development of the Swan Island area, since it will provide a second traffic access to the industrial area, thus, significantly diminishing traffic impact on adjacent neighborhood areas, including those along the current access route (Going Street). The proposed project will link Swan Island directly with the Interstate 5 highway system by providing ramp connections between Greeley Avenue and Interstate 5 at the north end of the Fremont Bridge.

Last Fall, the Portland City Council requested that the CRAG Board consider both Greeley/1-5 and Basin/Going (the intersection improvement on Swan Island) for possible Interstate withdrawal funding. However, even though considerable work had -- at that time -- already been accomplished on the project(s), specific cost estimates were not available. Those cost estimates are now being generated by the preliminary engineering work. Additionally, at that time, the City Council did not stipulate how the local match requirements on either of the projects would be handled, although the Council noted that the possibility of Interstate financing would be a prime consideration in the future. The CRAG withdrawal allocation process requires that match commitments be present before funds will be reserved at its August 4 meeting.

While there is no assurance that the CRAG Board will reach a decision to provide the City and Port with a reservation of Interstate withdrawal funding to accomplish the Greeley project, the State's commitment of local match will have a broader and more important effect. In the matter of seeking federal approval of Interstate financing for the project, a commitment of State resources and treatment of the project as an Interstate project will certainly assist in impressing upon the federal government both the importance of the project and the local view of its function.

Current cost estimates for the Greeley/1-5 project range from $3.7 million to $5.6 million, which means that the maximum State commitment which would be required would be approximately $450,000 (at 8% of the total). Actually, the alternative currently favored by the staffs working on the project would require a lesser local match of approximately $375,000 (under the assumption of 8% financing). Under the current schedule, capital financing would not be required until fiscal year 1980 since bids would not be let until June, 1979.

I do not believe it is necessary for the Commission or the Department to formally establish the level of funding commitment to the Greeley project at this time. Instead, if it is acceptable, you may wish to discuss the matter informally with other Commission members. This will allow the commitment to be made to the City and the Port, and will allow the Department to so indicate to the federal government when seeking Interstate funding.

I would suggest that a memo, along the lines which follow, be sent from Bob Burco to Bob Bothman, with your initialled approval, expressing ODOT's position.

To: Bob Bothman
Fr: Bob Burco
Re: Greeley/I-5 Match

1. The Greeley/1-5 project should be viewed as an Interstate project, since it in large part provides an improvement to the Interstate system in the form of a connection to local highways. The Basin-Going interchange will be the sole responsibility of the City and the Port of Portland.
2. As such, the Oregon Transportation Commission limits its commitment to 8% non-federal (local match) financing to the project. While it is not clear whether or not the entire Greeley ramp project will qualify for Interstate financing, this commitment will stand regardless of the extent of subsequent Interstate funding established on the project. I understand our maximum commitment to be approximately $450,000.
3. ODOT expects the City of Portland to provide any local match required on the Greeley project beyond the 8% of total costs committed by ODOT. For instance, to the extent that the project is accomplished with FAUS funding, the City would need to agree to provide the 6% difference in match needed for that increment of the total cost.
4. The State, with the assistance of the City and the Port, will make a strong effort to obtain Interstate funding for the project from the federal government. This effort should commence upon the completion of the preliminary engineering work.

NG:cm

7729

VICTOR ATIYEH
GOVERNOR

Department of Transportation
METROPOLITAN BRANCH
5821 N.E. GLISAN, PORTLAND, OREGON 97213

June 29, 1979

Telephone 238-8226

Swan Island Task Force Members

Subject: Basin/Going - Greeley/I-5 Project Status

The final environmental impact statement on the Basin/Going and Greeley/I-5 projects has been approved by the Federal Highway Administration.

This approval has been pending the approval of an improvement and management program for the I-5 freeway by the Oregon Transportation Commission (they approved this program June 19) and approval of an additional ramp to the interstate system by the U.S. Secretary of Transportation, which was accomplished June 28.

The next step is for the notice of the approval of the final impact statement to be published in the U.S. Federal Register, which will be accomplished the first week of July. After a thirty day period in which additional comments can be received, the final approval of the project occurs automatically unless there is a major comment. The Oregon Department of Transportation will be in a position to move forward with right of way acquisition, final design, and construction in August.

There is one effort which will have to be accomplished prior to proceeding with acquisition of right of way and that is the establishment of funding, which will have to be worked out during the next month.

Robert N Bothman

R. N. Bothman
Administrator

RNB:ke

Form 734-3122

97121

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ROBERT W. STRAUB
GOVERNOR

Department of Transportation
METROPOLITAN SECTION
5821 N.E. GLISAN, PORTLAND, OREGON 97213

RECEIVED
STATE HWY ENGR
JUN 30 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

June 28, 1977 Telephone 238-8226

THE HONORABLE JIM CHREST
House of Representatives
Room H-475, State Capitol
Salem, OR 97310

In response to your inquiry regarding funds for ramps off I-5 at Going Street, the Oregon Department of Transportation (ODOT) is developing two projects concurrently that were identified by the city of Portland's Swan Island Task Force. The Greeley ramp proposals actually stem from a meeting I had several years ago with the North Portland Citizens Committee. The efforts of the Swan Island Task Force culminated in a Swan Island transportation study published about a year ago. The study identified additional access for Swan Island by using Greeley to the I-5 Freeway. The second project identified an interchange on Going Street at Basin Avenue. The combination of these two projects will allow additional traffic to and from Swan Island and divert traffic from Going Street.

The city council of Portland has been involved and has passed a resolution establishing the 4500 vehicles-per-peak-hour design criteria for the access to Swan Island. This traffic will be divided between Going and Greeley.

The two projects were advanced by the city of Portland, and have been approved by the Columbia Region Association of Governments for urban systems funding. This funding is federal highway money. The match is provided 50 per cent by the local jurisdictions--in this case the city and the port--and 50 per cent by ODOT. ODOT match has been provided as part of the urban systems program.

The project will require approval from the federal government of an additional access to the interstate highway system. An initial request was disapproved by the Federal Highway Administration (FHWA); that position was reversed by the Secretary of Transportation. We are authorized to proceed with preliminary engineering, including design and environmental studies. We have not yet received federal approval for the additional ramps onto the interstate system. We are working in anticipation that the design and environmental impact studies will provide the necessary support to gain approval for the two ramps.

Progress to date includes weeding out, by a citizen advisory and technical advisory committees, numerous proposals for the design of the ramps at I-5 and the interchange on Going. Final alternatives have now been identified. A consultant has been hired to evaluate the alternatives which will lead to a draft environmental impact study. This will culminate in a hearing currently scheduled for

February 1978. The hearing will consider both projects, although at the present time the programming calls for construction of the Greeley/I-5 ramps in April 1979, and construction of the Basin/Going interchange in November 1979.

With the current level of congestion on I-5, between Going Street and the Fremont Bridge, ODOT has a difficult task in convincing the FHWA that the additional ramps will not have a substantial negative impact upon I-5 traffic. It is ODOT's position that we can accommodate the traffic and that the development of the ramps will actually relieve the congestion in the most critical area between Going Street and the Fremont Bridge. The Greeley ramps will bring that traffic from Swan Island, southbound to I-5, south of the Fremont Bridge where the volumes have been decreased by the diversion of traffic to the Fremont Bridge. However, we are still faced with the fact that the two projects increase the traffic generated on Swan Island. It will be necessary for modifications to be made to the I-5 Freeway by widening between the new ramps from Greeley, and either the Broadway ramps or the Morrison Bridge ramps.

This project has a high priority and a maximum effort is being made by ODOT to advance the project.

I realize my explanation is lengthy. I would be happy to discuss the project further with you, run through the alternatives considered, and review the schedule of detailed events which will occur during the next two years during which the projects are developed.

ROBERT N. BOTHMAN
Ass't. State Highway Engineer

ebg

cc: F. B. Klaboe
H. S. Coulter
E. L. Hardt

HOME ADDRESS
JIM CHREST
9112 N. KIMBALL
PORTLAND, OREGON 97203

MULTNOMAH COUNTY
DISTRICT 18

COMMITTEES
CHAIRMAN:
EDUCATION
MEMBER:
INTERGOVERNMENTAL AFFAIRS

HOUSE OF REPRESENTATIVES
SALEM, OREGON
97310

June 23, 1977

Mr. H.S. Coulter
State Highway Engineer
Highway Division
Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter,

I understand that funds for ramps off of I-5 at Going Street in North Portland near Swan Island are reflected in the Department's budget for the coming bienium.

Could you confirm this for me and give me a complete rundown on the status of the proposal? I need to know the progress that has been made, your feelings regarding when the ramps will be built, and any negative factors which might prevent or stall completion.

I appreciate your assistance in this matter.

Sincerely,

Jim Chrest

Jim Chrest

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STATE OF OREG

INTERC CE MEMO

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TO: R. N. Bothman
Metro Engineer

DATE: June 24, 1977

FROM: Gerald Wimer
Local Government Engineer

SUBJECT: Consultant Agreement
Project No. M-9926(1)
Greeley-I-5/Basin-Going
Dames and Moore

The Federal Highway Administration has given verbal approval for the consultant agreement, and the consulting firm of Dames and Moore have been authorized to proceed with development of a DEIS for subject project, effective June 24, 1977.

Formal letters of documentation will follow.

MCH:ljt

cc: Glen L. Green, FHWA
H. S. Coulter
Gary Potter

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NOTED
H.S. COULTER

81-125-1387

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Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: June 24, 1977

In reply refer to: HA-OR

NOTED
H. S. COULTER

SUBJECT: Oregon Projects M-9945(1) & M-9926(1)
N. Greeley Ave. Connections to I-5
Swan Island Access

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

FHWA review of the selected alternatives submitted by Mr. Bothman's May 9, 1977, letter is continuing. To assist in this review, we would appreciate the following additional information:

1. A brief study of the crawl speed performance of the trucks currently using Going Street, eastbound. General information on the classification of trucks observed would also be appreciated.

2. Your assessment of the feasibility of providing additional operational lanes on I-5 on those sections shown to be deficient by your operational analysis. We would expect that such assessment would consider compromise in Interstate geometric standards.

3. Your assessment of the feasibility of alleviating the capacity deficiency on I-5 between the Going Street and Fremont Interchanges without the Greeley ramps by design modifications to I-5.

My staff will be discussing these requests with your people.

Valach
for G. L. Green

RECEIVED
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Bothman
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GENERAL FILES 91-10-1

NOTED
H. S. COULTER

STATE OF OREGON 1859
ROBERT W. STRAUB
GOVERNOR

Department of Transportation
METROPOLITAN SECTION
5821 N.E. GLISAN, PORTLAND, OREGON 97213

May 9, 1977 Telephone 238-8226

GLEN L. GREEN
Division Administrator
Federal Highway Administration
Postoffice Box 300
Salem, OR 97308

Subject: Swan Island access project
Basin/Going and Greeley/I-5
M-9926 PRMP1; M-9945 PRMP1

Response is made to your letter of March 18, requesting submission of traffic analysis data on selected alternatives for the new access point to the interstate system on I-5 at Greeley Avenue. The attached preliminary traffic analysis prepared for the draft environmental impact statement is submitted for your formal review of the access to I-5.

The attached traffic analysis provides additional detailed information to supplement earlier correspondence. The attached letter, dated April 6, 1976, details earlier response to FHWA concerns.

The project is on the schedule provided to you in March of this year. A consultant has been selected and preparation of the draft environmental impact statement, based on the attached alternatives, will be initiated this month, which will lead to a public hearing in February 1978.

ROBERT N. BOTHMAN
Ass't. State Highway Engineer

ebg

~~attachments~~

cc: F. B. Klaboe
H. S. Coulter
L. E. George
J. H. Versteeg
G. A. Potter

RECEIVED
STATE HWY ENGR
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FOR
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9729

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June 23, 1977

Executive Department
240 Cottage Street, NE
Salem, OR 97310

1K

MISC. CONTRACTS and
AGREEMENTS No. 6158

Gentlemen:

Attached are three copies of a consultant agreement with the Highway Division and Dames and Moore for the preparation of the draft environmental impact statement for the Greeley-I-5 and Basin-Going Street Projects.

If you approve this agreement, please sign and return two copies to 121 Transportation Building, Salem, OR 97310. You may retain the third copy for your files.

If you have any questions, you may contact Gary Potter of the Environmental Section, Extension 8486.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm

Att.

cc Gary Potter

Returned

9729

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Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: June 20, 1977

In reply refer to: HEC.3-OR

SUBJECT: Oregon Project M-9945(1)
Greeley I-5/Basin-Going St.
Consultant Agreement

FROM : G. L. Green, Division Administrator

To : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The proposed agreement with Dames and Moore as submitted with Mr. Hopkins' letter of June 10 is approved as to form with one exception. Section XII - Subletting or Assigning of Contracts (Page 18) should read " STATE" rather than CITY/COUNTY.

G. K. Hossner
for G. L. Green

CC:
G.N. Hopkins - ODOT
G.A. Potter - ODOT
C. Laux - ODOT

RECEIVED
STATE HWY ENGR
JUN 21 '77
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orig. to Marion Holmes
FOR
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June 10, 1977

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: G. N. Hopkins
Local Government Programs Engineer

SUBJECT: Consultant Agreement Draft
Greeley-I-5/ Basin-Going St.
Dames and Moore

Transmitted herewith for your review is a suggested draft of an agreement with the consulting firm of Dames and Moore for the preparation of a DEIS for subject project. The proposed fee being in excess of $50,000, we are requesting your approval before entering into the agreement, and a pre-award audit to be performed by OSHD Finance Branch.

The consultant was selected in accord with our approved procedures. Proposals were solicited from 34 firms with eight responding. The proposals were evaluated by a consultant selection committee composed of E. S. Hunter, R. L. Schroeder, L. W. Rulien, G. A. Potter, Wayne Shulte, and Donna Kibler representing OSHD, John Phipps for the City of Portland, and Ken Johnson for the Port of Portland. The committee unanimoulsy recommended the selection of Dames and Moore for agreement negotiation.

cc: G. A. Potter
V. E. Skoog - Pre-award audit, please, and furnish budget information for Executive Department.

MH:dpy

7729 [illegible]

DATE: June 9, 1977

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Consultant Services
Greeley/I-5 & Basin/Going Street

On the Consent Calendar for your consideration at the June 21 meeting will be an agreement with Dames and Moore for preparation of the Draft Environmental Impact Statement for the Greeley/I-5 & Basin/Going Street projects. An information report concerning consultant services for this study was presented at the March 15 meeting.

The agreement, in the amount of $115,230, will cover a 10-month period. The cost is about $40,000 larger than the cost mentioned earlier because of our need to conduct and analyze an air quality monitoring study as required by the Department of Environmental Quality.

I recommend your approval and request authority to sign the agreement for and on your behalf.

DK:ss ia

bc R. A. Burco
C. W. Head
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
R. N. Bothman
Frank E. Terpin
L. W. Rulien
V. E. Skoog
Gary Potter
J. H. Versteeg
W. J. Hart
E. L. Hardt
George Bell
Max Klotz

June 3, 1977

Port of Portland
Box 3529 Portland [illegible]
503/233-83[illegible]
TWX: 910-46[illegible]

Robert A. Burco, Director
Department of Transportation
State of Oregon
135 Transportation Building
Salem, OR 97310

Dear Bob:

At last December's luncheon meeting Port management and the Oregon Transportation Commission we briefly discussed the need to keep the Basin/Going-Greeley/I-5 ramps project on schedule. We understand that the preliminary traffic figures completed by John Hanks for these projects are quite favorable in terms of the projects' impact on I-5.

We have also been informed that the regional FHWA field office has been asked to review these traffic figures along with the latest Greeley/I-5 ramp designs. It is our understanding that the intent of the review is to make a preliminary judgment as to whether a connection to N. Greeley to I-5 will meet FHWA traffic requirements.

The initial disapproval of the Greeley ramps from the regional FHWA office in 1975 was based upon perceived safety and inefficiency problems. It seems that ODOT traffic figures addresses FHWA's previous concerns. There is a need, also, to continue to look at the "broader considerations" mentioned in Secretary Coleman's May 21, 1976, letter to Mayor Goldschmidt when the City was informed that preliminary engineering for the project was to be approved.

We would appreciate your assistance in keeping the FHWA review on schedule in order to remain consistent with the present draft environmental impact work underway by Dames & Moore.

Please call me if we can be of any assistance.

Sincerely,

Lloyd

Lloyd Anderson
Executive Director

P42E

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FOR

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JUN 7 1977
OFFICE
DIRECTOR of TRANSPORTATION

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STATE OF OREGON INTEROFFICE MEMO

326-1978
326-1987

TO: MEMO TO THE FILE

DATE: May 27, 1977

Wayne Schulte

FROM: WAYNE SCHULTE
Project Coordinator

SUBJECT: Basin/Going & Greeley/I-5
Citizens Advisory Committee Meeting

NOTED
H.G. COULTER

We held the fifth meeting of the subject projects citizens advisory committee on May 20 at the Portland Water Services Building. A list of attendees is attached.

In the absence of Bruce Bosch, the meeting was chaired by Dick Ball.

The meeting opened with an update of project activities. This included mention that the traffic data package requested by the FHWA was delivered on May 10. Their review of the data, which deals primarily with future effects on I-5 with or without the Greeley Ramps, is underway.

Traffic data and preliminary design information is to be provided the consultant by June 1. The consultant has begun gathering reports, maps, etc., and is expected to begin in earnest with the transportation analysis on June 6. He anticipates completion of the DEIS on schedule which will permit holding the public hearing in February, 1978.

John Phipps explained why the City desired the Greeley/I-5 alternate No. 1 be studied in the DEIS. He stated the City felt it should be included primarily because it is the least expensive of the alternates. Funding, he cautioned, is a major concern of the project.

The consultant will perform a traffic analysis on this alternate during the early stages of work. If serious traffic problems are foreseen with this plan, it would not be evaluated further. The consultant would report this information in the DEIS technical appendix. If the traffic analysis is favorable, it will be fully evaluated, as are alternates 2 and 3.

Wayne Schulte presented Greeley/I-5 alternative No. 1A which was recently prepared by the ODOT Preliminary Design Office. It varies from alternate 1 primarily in that the onramp is grade separated at the Greeley/Interstate intersection. The modified plan also has a flatter grade for the onramp which would allow trucks to enter the I-5 weave section about 5 mph faster. The offramp would be identical to that on alternate 1. Estimated cost would be $4,900,000. This compares with the costs of the other alternatives which are as follows: No. 1 = $3,700,000; No. 2 = $4,700,000; and No. 3 = $5,600,000.

Considerable discussion followed regarding plan 1A. It was agreed the plan will not be addressed in the DEIS. After the hearing, it could be considered as a variation of plan 1 if such testimony is received.

Concern was expressed for the weave distances that will be provided for the onramp traffic at I-5 on the various alternatives. Alternatives 1 and 1A would have 2,200 feet available. Weave length calculations show 2,500 feet is needed for these designs. Alternates 2 and 3 would have 2,600 feet available while 2,300 feet is required.

Representatives of the three neighborhood organizations requested I keep them informed of the forthcoming air and noise studies. They desire to provide input into these evaluations at an early stage. I stated the study area will generally be bounded by the triangle formed by Going, Greeley and I-5. Some sampling sites, however, will be outside this triangle to ensure that monitoring data will be adequate.

Obviously, sampling will not be performed at each house, nor is it necessary, to accurately predict air and noise effects. The consultant, representatives of the Oregon Department of Environmental Quality, and the Highway Division Environmental Section will be key forces in determining sampling locations.

It was suggested that future meetings of the CAC need not be held on a rigid, once a month basis. Chairman Bruce Bosch and myself will confer regularly to determine when a meeting is deemed necessary. It was agreed notifying members a week in advance of meetings would be sufficient notice.

A meeting of the Swan Island Task Force is tentatively scheduled for 2:00 p.m., June 17, at the Water Services Building. The main topic of discussion will be the development plans the Port of Portland has been preparing for Swan Island. If there is new material available for the Basin/Going and Greeley/I-5 projects, I will present it also at that time.

WS/ldo

Attachment

bcc: F. B. Klaboe
H. S. Coulter
G. A. Potter
J. H. Versteeg
J. B. Boyd
E. L. Hardt
R. N. Bothman
J. D. McClure
Donna Kilbur

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9731

326-1978
326-1987

STATE OF OREGON INTEROFFICE MEMO

TO: MEMO TO THE FILE

DATE: May 18, 1977

FROM: Wayne Schulte
WAYNE SCHULTE
Project Coordinator

SUBJECT: Greeley/I-5 and Basin/Going
Technical Advisory Committee Meeting

A meeting of the subject projects' Technical Advisory Committee was held on May 10 at the Metro office. Attendees were as listed on attachment.

We briefly discussed the consultant selection process and some of the reasons Dames & Moore was chosen to prepare the DEIS. It was mentioned they have performed over 100 major environmental studies and completed more than 50 environmental impact reports. Several of these efforts involved transportation issues. They have also performed many geotechnical studies on Swan Island and the surrounding area.

The consultant will use a subcontractor, Transpo Group, to provide the transportation analysis for the project. Personnel affiliated with this firm have had considerable work experience in the Portland area.

The on-site air quality sampling to be performed by the consultant was discussed. It is anticipated this activity will be done during the period October 15-December 15, 1977. This should provide ample time to collect at least 30 days of good, representative data. Due to the need to complete the DEIS prior to the air sampling activity, we have decided to include this analysis in a separate report. This information would also be included in the FEIS. The DEIS will address air quality based on a gross emissions analysis.

It was mentioned that preliminary design work has begun and that data will be needed by the consultant on June 1. Data to be prepared will include preliminary plan, profiles, typical sections, cost estimates and right-of-way requirements.

Traffic studies for the project are continuing and a preliminary traffic analysis regarding effects of the Greeley/I-5 ramps on I-5 was submitted to the FHWA for review on May 10. Traffic data necessary for the consultant to begin his transportation analysis will be provided by June 1.

A modified version of Greeley/I-5 plan 1 was presented by Adrian Olson. The plan has a grade separation structure for the onramp at Interstate Avenue and does not require the purchase of four houses north of Greeley as on plans 2 and 3. The on and offramps connect to I-5 at the same location as plan 1. The profile grade of the onramp would be flatter than on the other alternates

1-125-1387

and would enable trucks to enter the I-5 weave section at a speed about 5 mph faster. Estimated construction cost is $4,900,000.

We discussed the merits and drawbacks of each of the alternatives with considerable emphasis on the weave conditions expected on I-5 at the onramp. It was not unanimously agreed that any of the alternates was superior in this respect.

Representatives of Emanuel Hospital have suggested that a plan (alternate 1) with access to I-5 from the Greeley/Interstate intersection be considered at the hearing. Committee members stated this was the first interest they had heard expressed for this access. The hospital would also like access to their campus provided for traffic from the north on Interstate. Tom Neeley felt this could best be handled by a left-turn refuge at N. Russell.

John Phipps stated the City would like alternate 1 included in the DEIS since it is the least expensive and since funding is a major concern for the project. If adequate funds are available, however, the City would prefer alternate 2 be built.

After considerable discussion, it was felt a traffic analysis should be performed on alternate 1 by the consultant during his evaluation process. If his analysis indicates serious safety problems would occur, this alternative would not be studied further and this information would be reported in the DEIS technical appendix. If the analysis proves favorable, it will be evaluated fully with plans 2 and 3. This approach was agreeable to all in attendance.

It was mentioned that the proposed profile for the Greeley/I-5 offramp on plan 3 goes over Interstate Avenue. During later design efforts, it can be studied to determine if it is advantageous to go under this roadway.

Due to other meeting conflicts, Tri-Met representatives were unable to attend and present their suggestions for bus turnouts on Swan Island. This information should be available at the next TAC meeting.

Attached are reduced-size drawings of the four Greeley/I-5 alternates. They have been requested by committee members for use in further disseminating information on the project. All will be addressed in the DEIS except alternate 1A. This plan could be considered as an option to plan 1 if comments heard at the public hearing lean toward a variation of this type.

WS/ldo

Attachments

cc: F. B. Klaboe
H. S. Coulter
G. A. Potter
J. H. Versteeg
J. B. Boyd
E. L. Hardt
R. N. Bothman
J. D. McClure
C. T. Christianson
A. D. Olson
Frank Bresnan
John Hanks
Donna Kilbur
Wayne Schulte

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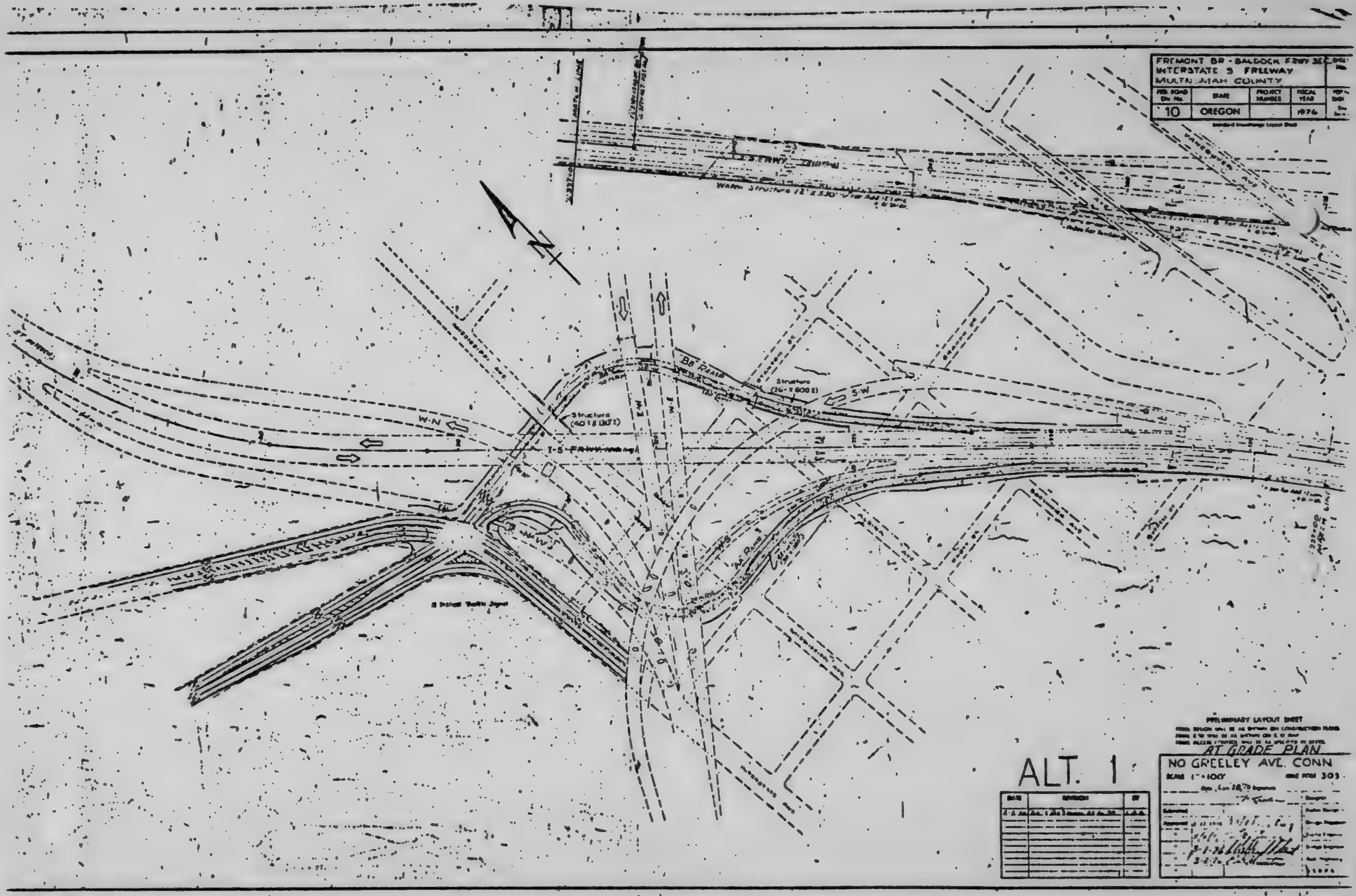
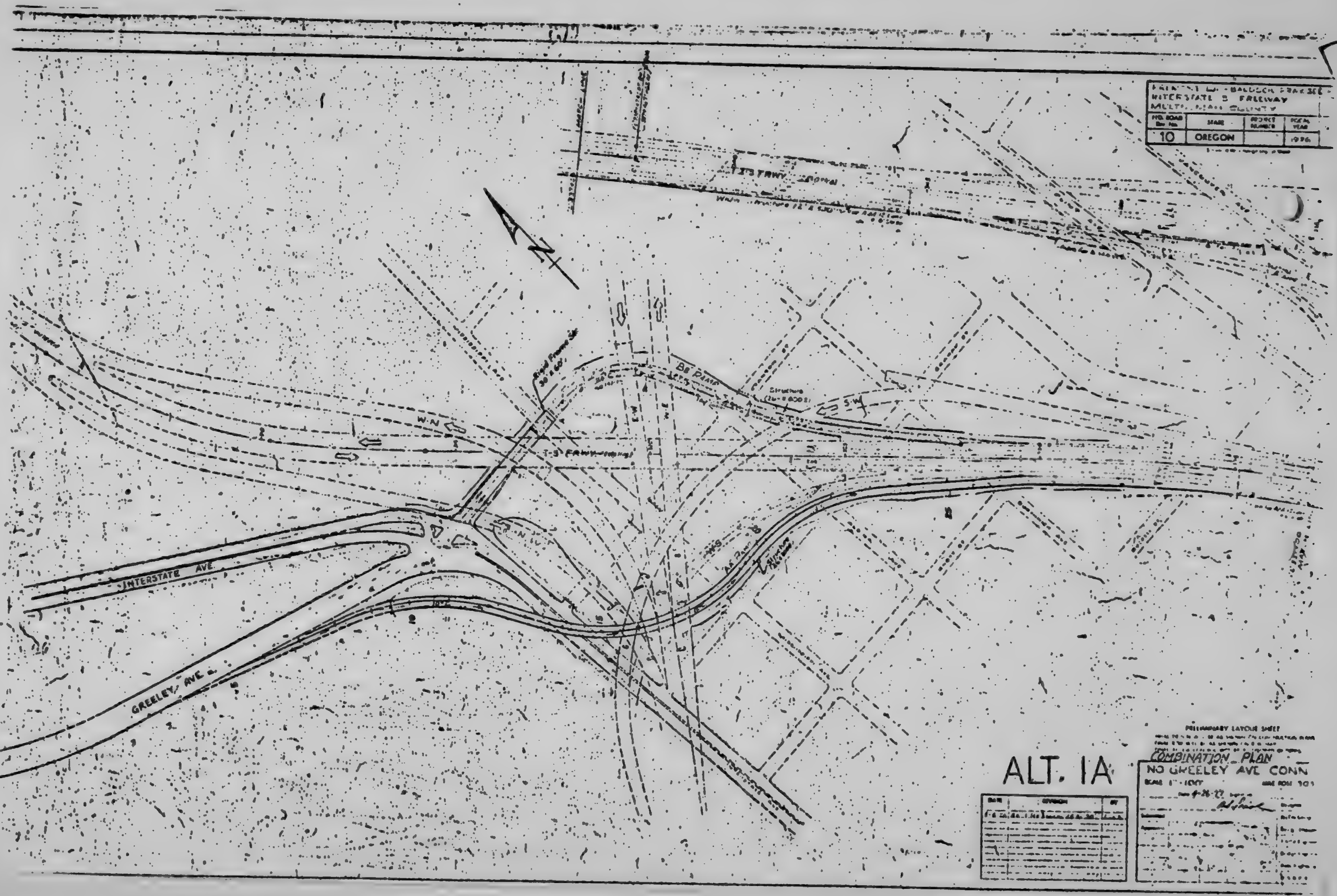
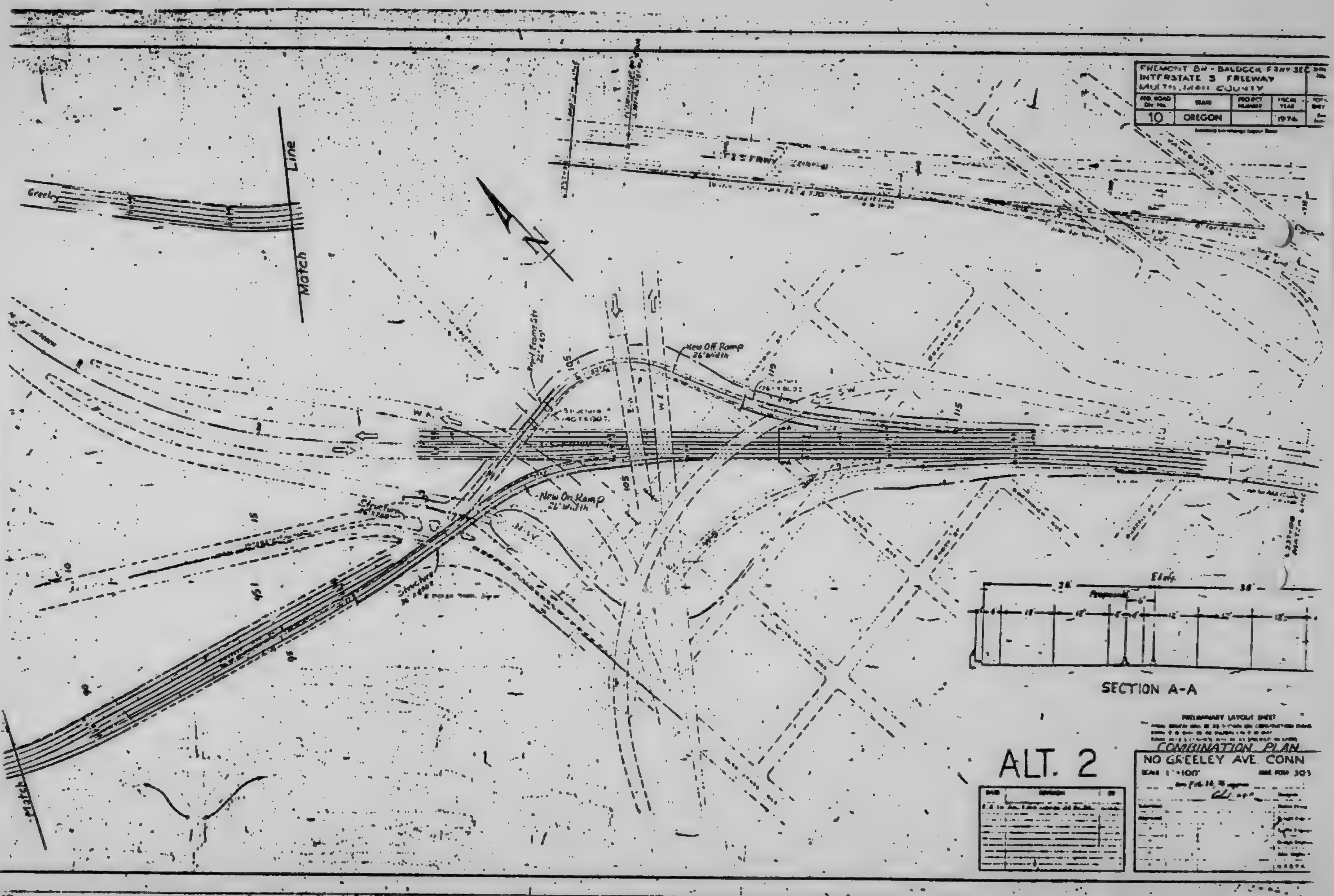
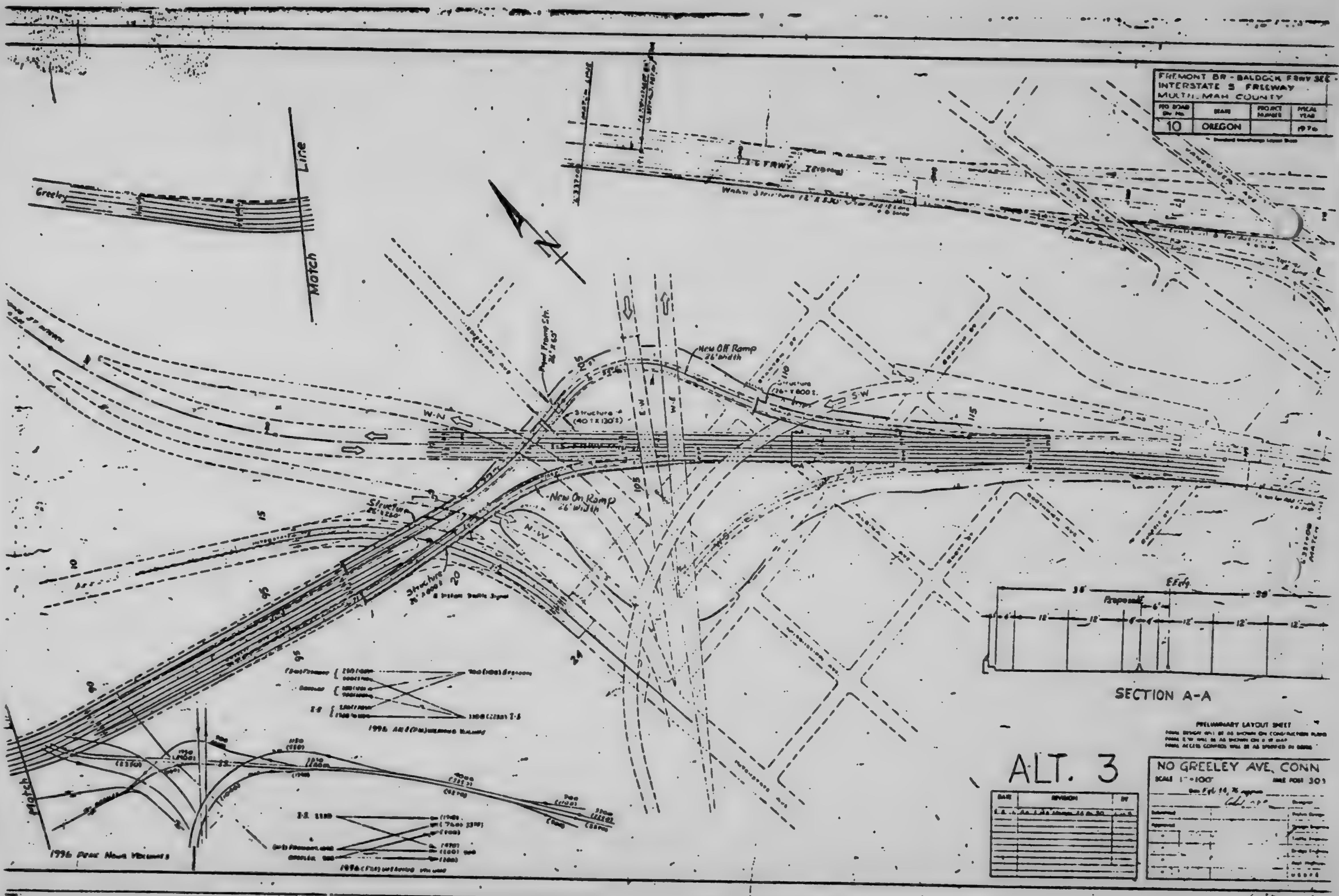

FREMONT BR - BALDOCK FRWY SEC.
INTERSTATE 5 FREEWAY
MULTNOMAH COUNTY
10
OREGON
1976
I-5 FRWY
W-N
S-W
E-W
W-E
"BB" Ramp
Structure (26-1 6008)
Structure (4015 B73)
PRELIMINARY LAYOUT SHEET
AT GRADE PLAN
NO GREELEY AVE. CONN
SCALE 1" = 100'
303
ALT. 1


INTERSTATE 5 FREEWAY
MULTNOMAH COUNTY
FED. ROAD DIV. NO.
STATE
PROJECT NUMBER
FISCAL YEAR
10
OREGON
1976
I-5 FRWY
W-N
S-W
INTERSTATE AVE
GREELEY AVE
N
ALT. IA
PRELIMINARY LAYOUT SHEET
COMBINATION PLAN
NO GREELEY AVE CONN
SCALE 1" = 100'
4-26-77

FREMONT BR - BALDOCK FRWY SEC
INTERSTATE 5 FREEWAY
MULTNOMAH COUNTY
10
OREGON
1976
I-5 FRWY
Greeley
Match Line
N
New Off Ramp 26' Width
New On Ramp 26' Width
Structure
W.A.
N.V.
SW
105
110
115
95
15
26'
38'
18'
12'
Proposed
Exist.
SECTION A-A
PRELIMINARY LAYOUT SHEET
ALT. 2
COMBINATION PLAN
NO GREELEY AVE. CONN
1"=100'
303
Feb. 14, 76


FREMONT BR - BALDOCK FRWY SEC
INTERSTATE 5 FREEWAY
MULTNOMAH COUNTY
10
OREGON
1976
Greeley
Match Line
I-5 FRWY
Widen Structure
N
W-N
S-W
N-W
E-W
W-E
Prop. Frame Str.
Structure
(40'± x 130'±)
Structure
(26'± x 600'±)
New Off Ramp
26' width
New On Ramp
26' width
Structure
20
95
15
10
24
105
110
115
1996 AM (PM) Weekend Volumes
1996 Peak Hour Volumes
Match
SECTION A-A
Proposed
Exist.
38'
38'
12'
12'
12'
12'
12'
12'
6'
6'
PRELIMINARY LAYOUT SHEET
ALT. 3
NO GREELEY AVE. CONN
SCALE 1" = 100'
Feb 14, 76

9724

STATE OF OREGON

INTEROFFICE MEMO

326-1978
326-1987

5

TO: MEMO TO THE FILE

DATE: May 4, 1977

Wayne Schulte

FROM: WAYNE SCHULTE
Project Coordinator

SUBJECT: Basin/Going & Greeley/I-5
Technical Advisory Committee Meeting

The Technical Advisory Committee for subject projects met at the Metro office on April 20. Those in attendance are listed on attached sheet.

The meeting opened with an update of project development activities. Items covered included:

1. Requests for proposals to prepare the DEIS were sent to 35 consultants in mid-March. Eight proposals were received and after careful review by representatives of ODOT, City of Portland, and Port, Dames & Moore was selected. They are expected to begin work about May 10.
2. The project Citizens Advisory Committee recommended that Basin/Going alternates 1 and 3C be evaluated in the DEIS. This recommendation is also acceptable to the TAC and preliminary design work is underway.
3. A meeting was held with representatives of the FHWA Division office to discuss traffic effects on I-5 with and without construction of the Greeley Ramps. At the request of the FHWA, maps, profiles, and traffic data will be sent to the U.S. Secretary of Transportation for review. The Secretary is expected to comment on whether the ramps should be built from a traffic operations standpoint. Ken Johnson was concerned that a decision would be rendered without weighing other factors such as air, noise, economics, etc. It was agreed they were also vital concerns but traffic implications on I-5 would be the overriding issue.
4. Representatives of DEQ, FHWA, City, Port, and ODOT met to discuss air quality monitoring requirements for the projects. It was agreed that available air quality data will be used to prepare a gross emissions analysis for the DEIS. Cliff Christianson stated this would provide information to determine if the projects are consistent with the Clean Air Implementation Plan. On site monitoring will be performed in November, when pollutant dispersion is at its worst and the information will be addressed in the FEIS. This document should be completed in Spring, 1978.

Wayne Schulte presented maps showing existing peak hour levels of service on I-5 and projections for 1982 and 1990. They include projections with and without I-205 and Greeley Ramps completed. The maps indicate some areas of I-5 between Going Street and the Marquam Bridge will have "E"-"F" levels of traffic service regardless of ramp status. Construction of the ramps, however, would relieve congestion from Going through the Fremont Bridge interchange area. The committee did not desire to eliminate any of the three Greeley/I-5 build alternates from further study at this time. All three were subsequently taken to the CAC on April 22 for their recommendations. They favored only taking alternates No. 2 and 3 through the development process. I then contacted all TAC members by phone and obtained their opinions. The City representatives agreed these alternates should be developed but also felt alternate No. 1 should be included. At this writing, it is intended to evaluate all three of the alternates in the DEIS. A final determination will be made at the TAC meeting scheduled for 1:30 p.m., May 10, at the Metro office.

Ron Higbee mentioned several potential bus transfer locations in the Basin/Going area. It is agreed they will not be elaborate bus stations and might consist of simply a widened shoulder area with a pedestrian overcrossing if necessary. Ron has agreed to meet with Port representatives to further study possible sites and provide a preliminary layout plan for the turnouts at our next TAC meeting.

WS/ldo

Attachment

bcc: F. B. Klaboe
[redacted]
G. A. Potter
J. H. Versteeg
J. B. Boyd
W. J. Hart
R. N. Bothman

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STATE OF OREGON

INTEROFFICE MEMO

326-1987
326-1978

5

TO: MEMO TO THE FILE

DATE: April 28, 1977

Wayne Schulte

FROM: WAYNE SCHULTE
Project Coordinator

NOTED
E. S. HUNTER

SUBJECT: Basin/Going & Greeley/I-5
FHWA Meeting

Glen Green requested a meeting to discuss traffic implications on I-5 if subject projects are built. The meeting was held in Salem on April 15 with the following persons present: Glen Green, Ernie Valach and Cliff Christianson, FHWA; Bob Bothman, Bud George, Hal Versteeg, Gary Potter, John Hanks, Jim McClure, Donna Kilbur and Wayne Schulte, ODOT.

Wayne Schulte presented a brief description of the three build options being considered at the Greeley/I-5 interchange. Plan 1 includes at-grade ramp connections to Greeley at Interstate Avenue. The on-ramp would connect to I-5 immediately south of the existing ramp from the Fremont Bridge to I-5 south. Off-ramp traffic would exit I-5 about 800 feet north of the existing off-ramp to the Fremont. Plan 2 features a grade separation structure for the on-ramp at the Greeley/Interstate intersection. The on-ramp would connect to I-5 north of the existing Fremont to I-5 south ramp providing additional weave distance. The off-ramp would be the same as in Plan 1. Plan 3 would be the same as Plan 2 with the exception of grade separation structures for both ramps at Greeley/Interstate. Estimated construction costs for the three plans are as follow: 1 = $3,700,000; 2 = $4,700,000, and 3 = $5,600,000.

John Hanks presented a series of maps showing existing peak hour levels of service on I-5 and projections for 1982 and 1990 with and without I-205 and Greeley ramps completed. John's traffic analysis encompassed the I-5 section between Going Street and the Marquam Bridge. Several locations are expected to have level service "E" or "F" whether Greeley ramps are built or not. However, congestion from Going Street through the Fremont Bridge interchange would be relieved with completion of the ramps.

It was mentioned that traffic projections were based on the Port of Portland's generalized plan that envisions Swan Island employment in 1990 of 13,260. With this large increase in employment and the inherent ADT increase, concern was expressed for truck noise on Going Street. Truck traffic to and from the north is expected to remain on Going. About 70% of the truck trips, however, are to and from the south and will use the proposed ramps.

Maps and profiles for alternates 1 and 2 along with traffic data will soon be submitted to the FHWA for further analysis. Alternate No. 3 will not be included as its effect on I-5 would be similar to Alternate 2. The intent of the submittal, requested by the FHWA Division office, is to provide the U.S. Secretary of Transportation with sufficient information so he can approve or disapprove the Greeley ramp connections from a traffic operation standpoint.

81-125-1387

Based on information presented at the meeting, Cliff Christianson felt there was no apparent reason for not building the connections. It was agreed that preparation of the DEIS should proceed on schedule as there is only a slim chance the effort will be nullified.

WS/ldo

cc: E. S. Hunter
J. H. Versteeg
L. E. George
G. A. Potter
Cliff Christianson

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STATE HWY ENGR
MAY 2 '77
REFER TO
FOR
Info Inves R/O D/R Sign Act File

9727

ROBERT W. STRAUS
GOVERNOR

Oregon State Highway Division

METROPOLITAN SECTION, 5821 N.E. GLISAN, PORTLAND, OREGON 97213

March 24, 1977 Telephone 238-8226

GLEN GREEN
Division Administrator
Federal Highway Administration
Postoffice Box 300
Salem, OR 97308

Subject: Swan Island access project
Basin/Going and Greeley/I-5
M-9926 PRMP1; M-9945 PRMP1

Project development work has been initiated as indicated on the attached project schedule. The schedule indicates the period which has been allocated during January, February, and March to identify and select the alternatives to be evaluated in the DEIS. Traffic and preliminary engineering activities are underway during this period.

The Technical Advisory Committee and Citizens Advisory Committee have been formed and active for the past two months. A wide range of alternatives has been considered and evaluated. The process now is to weed out and delineate the alternatives which meet the objectives of the project as established by those advisory committees.

It is anticipated the Department of Transportation will be prepared to initiate a formal FHWA review in April 1977. In the meantime, we will keep Cliff Christianson aware of the Technical Advisory Committee and Citizens Advisory Committee meetings now being held to develop the alternatives.

ROBERT N. BOTHMAN
Ass't. State Highway Engineer

ebg

attachment

cc: F. B. Klaboe

[illegible]
F. B. KLABOE

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MAR 25 '77
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FOR
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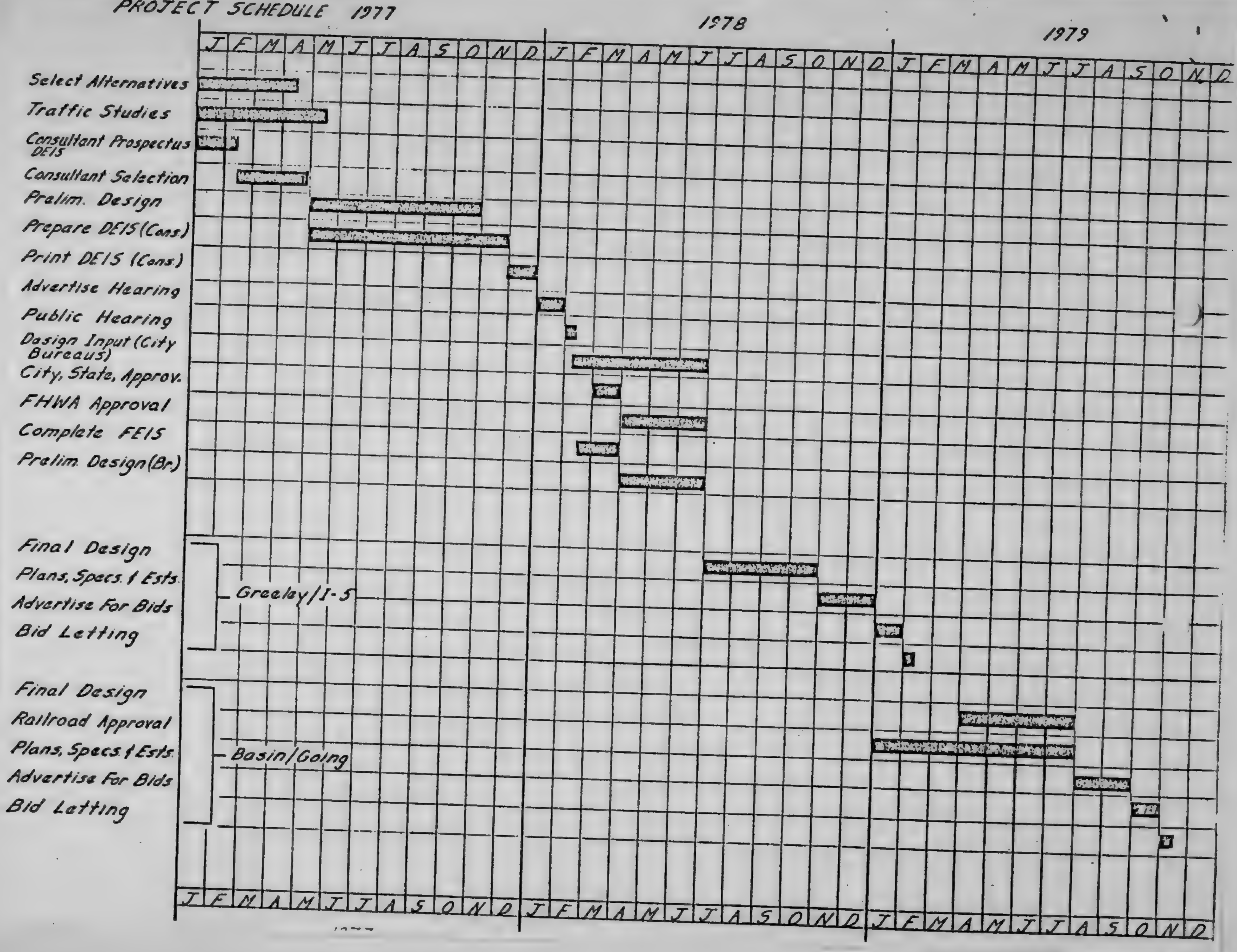
GREELEY/I-5 & BASIN/GOING PROJECT SCHEDULE



9729

Form FHWA (Rev. 5-73)

5

UNITED STATES GOVERNMENT
Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: March ~~18~~, 1977

In reply refer to: 1041A

SUBJECT: Swan Island Access Projects
Basin/Going and Greeley/I-5
M-9926(1); M-9945(1)

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Chief of Operations
Oregon Department of Transportation

Because this project may require an action by the Federal Highway Administrator to add a new access point to the Interstate system, I believe it is desirable to arrange for a formal FHWA review when all apparent feasible alternatives have been identified. Analysis of these alternatives should be advanced to the point that the transportation implications with respect to the Interstate System have been identified and evaluated. I would appreciate a submission that could be reviewed by our other offices.

G.L. Green

G.L. Green

NOTED
H. S. COULTER

3-22-77
Bob Rothman said he would handle - take care of cys etc.

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FOR
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DOT OPERATIONS
MAR 21 '77
REFER TO Rothman
FOR
Info | Inves | R/D | D/R | Sign | Act | File

3-21
by Coulter

9717

GENERAL FILES

bc R. A. Burco
C. W. Head
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
R. N. Bothman
Frank Terpin
L. W. Rulien
V. E. Skoog
Gary Potter
J. H. Versteeg
W. J. Hart
R. W. Ellison
John Sheldrake
George Bell
Max Klotz

DATE: March 8, 1977

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Consultant Services
Greeley/I-5 Ramps

This is to bring your attention to my determination that consultant services are necessary for environmental studies on this project.

The work force of the Environmental Section is entirely committed to the I-205 program, Mt. Hood transfer projects, and other ongoing work throughout the State. In the meantime, definite commitments have been made to secure design approval and proceed to construction on the Basin/Going and Greeley/I-5 projects. A consultant will be selected through our standard process following solicitation of proposals from all qualified firms.

The consultants will conduct the environmental study and the Highway Division will provide project management, citizen participation, engineering services, and hold public hearings.

The cost of the study is estimated to be in the $50-$80,000 range, and the time to be six to ten months for the study to reach a corridor-design hearing. The project is eligible under normal federal-aid procedures for preliminary engineering.

This matter will be included as part of the information report at the March 15 meeting. The final agreement will be brought to you for consideration after selection of a consultant and contract negotiations have been completed and approvals obtained from the Executive Department and/or any others required by statute or regulations.

(Environmental)/ESH:ja HSC:ia

9719

STATE OF OREGON **INTEROFFICE MEMO**

TO: MEMO TO THE FILE

DATE: March 2, 1977

Wayne Schulte

FROM: WAYNE SCHULTE
Project Coordinator

SUBJECT: Basin/Going & Greeley/I-5
Citizens Advisory Committee Meeting

The second meeting of the Citizens Advisory Committee for subject projects was held on February 18 at the Portland Water Services Building. Attendees are listed on attached sheet.

The meeting opened with a review of major topics mentioned at the technical advisory committee meeting of February 16. Topics discussed included the following:

1. Rationale used in determining the three preferred design options for the Basin/Going interchange - I stated the T.A.C. had developed a matrix format (copy attached) to make evaluations after discussing the merits of each design.

2. Financing for construction of the project - At the first C.A.C. meeting a question arose as to whether Federal Aid Interstate System monies would be available for construction of the Greeley/I-5 ramps. Cliff Christianson, Area Engineer, Federal Highway Administration, informed the T.A.C. that he did not feel FAIS funding would be possible.

3. Time allotted for preparation of the environmental impact statement - It was mentioned that the total time for completion of the statement could be reduced from eight to seven months if necessary project data was readily available to the consultant. I wish to clarify my statement in the previous C.A.C. minutes which indicated the report could be completed in four months. This did not include a review and approval period of about three months.

Following the recap of the T.A.C. meeting I explained each of the Basin/Going alternates and the evaluations that had been assigned to them. During the discussion Lana Nelson stressed that consideration must be given to transit related needs such as bus transfer areas, cross-walks, signals, sidewalks, etc. It was agreed that provisions for transit patrons would be incorporated in any of the accepted alternates.

Richard Ball of Freightliner stated that traffic speeds on Channel Avenue were excessive now and that consideration should be given to this problem in the interchange design.

Chairman Bruce Bosch then asked the committee to rate the alternatives. They decided that alternatives 3 and 6A would be acceptable, however, they did not want to eliminate Alternate No. 1 until the Port of Portland had further time for study. A final decision is expected from the committee at the next meeting when projected traffic date should be available. Their preferred designs do coincide with those of the T.A.C.

It was requested that reduced size drawings of alternates 3A, B & C and 6A be sent to committee members for review. Copies are attached.

Wayne Schulte described the three Greeley/I-5 alternates which are being studied. Included is a new plan with grade separation structures for both the on and off ramps at Interstate Avenue. The merge with southbound I-5 traffic would be about 1000 feet north of the Fremont Bridge west to south ramp. This plan was suggested by the C.A.C. at their first meeting. It carries an estimated construction cost of 5.6 million dollars and requires purchase of some right-of-way along Greeley Avenue.

Another plan has a grade separation structure at Interstate Avenue for on-ramp traffic only. The off-ramp traffic would cross Interstate at grade. Estimated cost for this plan which also includes additional right-of-way, would be 4.7 million dollars.

The third plan requires an at-grade intersection at Interstate for both ramps and has on-ramp traffic merging with I-5 south at the Fremont Bridge west to south ramp. This plan would not require purchase of additional right-of-way and would cost about 3.7 million dollars.

The committee rated the most expensive plan as their first choice and the least costly third. I reminded the committee that monies for funding construction of the project are extremely limited.
March 18 was selected as the date for the next meeting. It will be held at 2 p.m. in the Water Services Building.

pq

cc:		
	F.B. Klaboe	J.B. Boyd
	H.S. Coulter	W.J. Hart
	G.A. Potter	R.N. Bothman
	J.H. Versteeg	

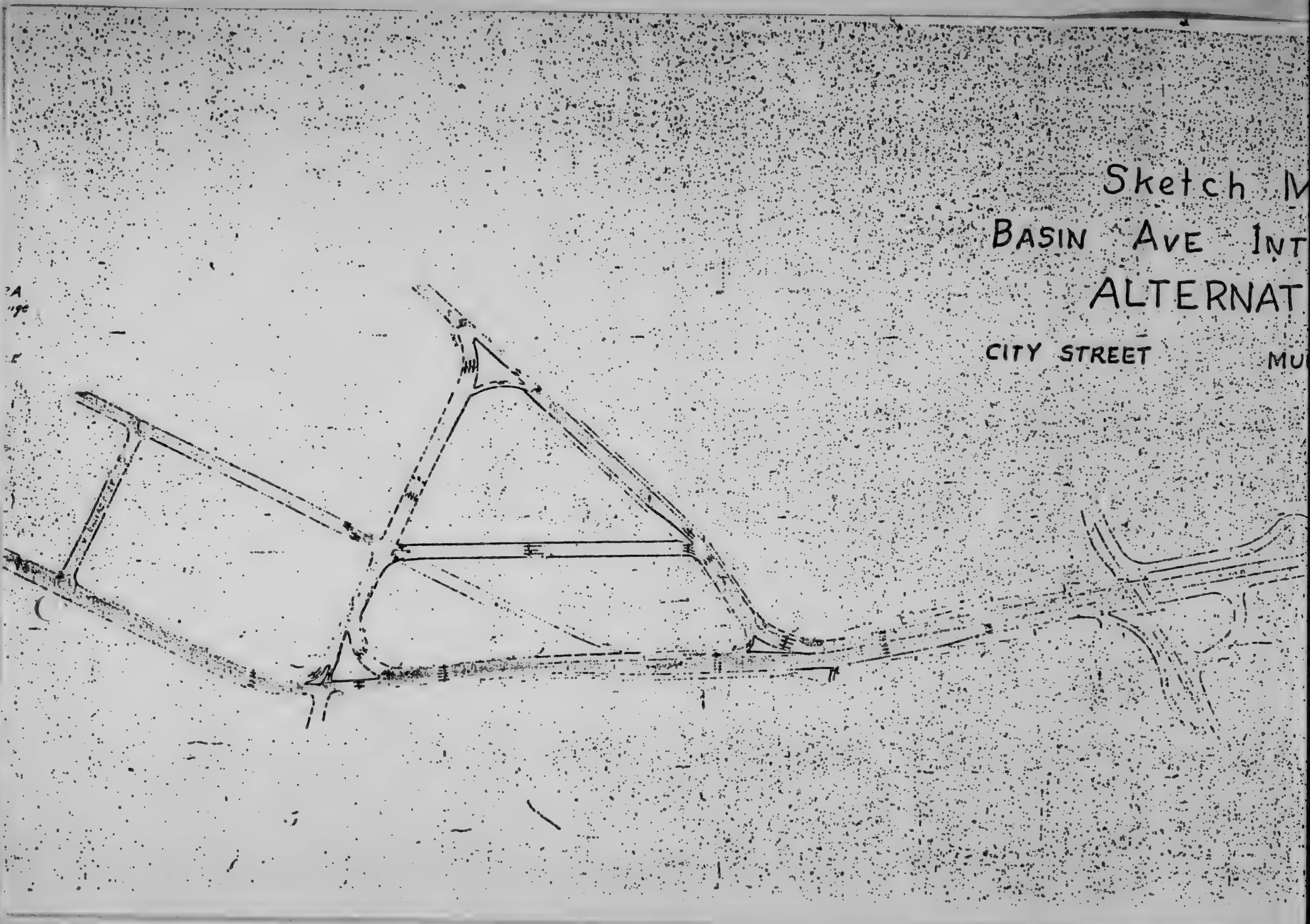
EVALUATIONS OF DESIGN ALTERNATES

Basin/Going Interchange

By Project Technical Advisory Committee
February 16, 1977

	ALTERNATE					
	1	2	3	4	5	6A
No. of Traffic Signals	1	Severe weave and land use problems removed this plan from further consideration	1-2	East bound traffic weaves were deemed so severe as to rule this plan from further study	East bound weave problem. Plan is similar to 6A with exception of one-way street system and weave distance	0
Swan Island Access	B		B			B
Weave Conflicts	C		B			C+
Roadway Grades	C		A			B
Land Use	B		B			C
*Cost	3.3		0.8-1.0			2.2
Traffic Handling	C		B			B+
Transit Handling	B		C			B
Railroad Access	D		D			D
Ports of Call Access	B		C			D
Noise	D		A			C

*In millions of dollars

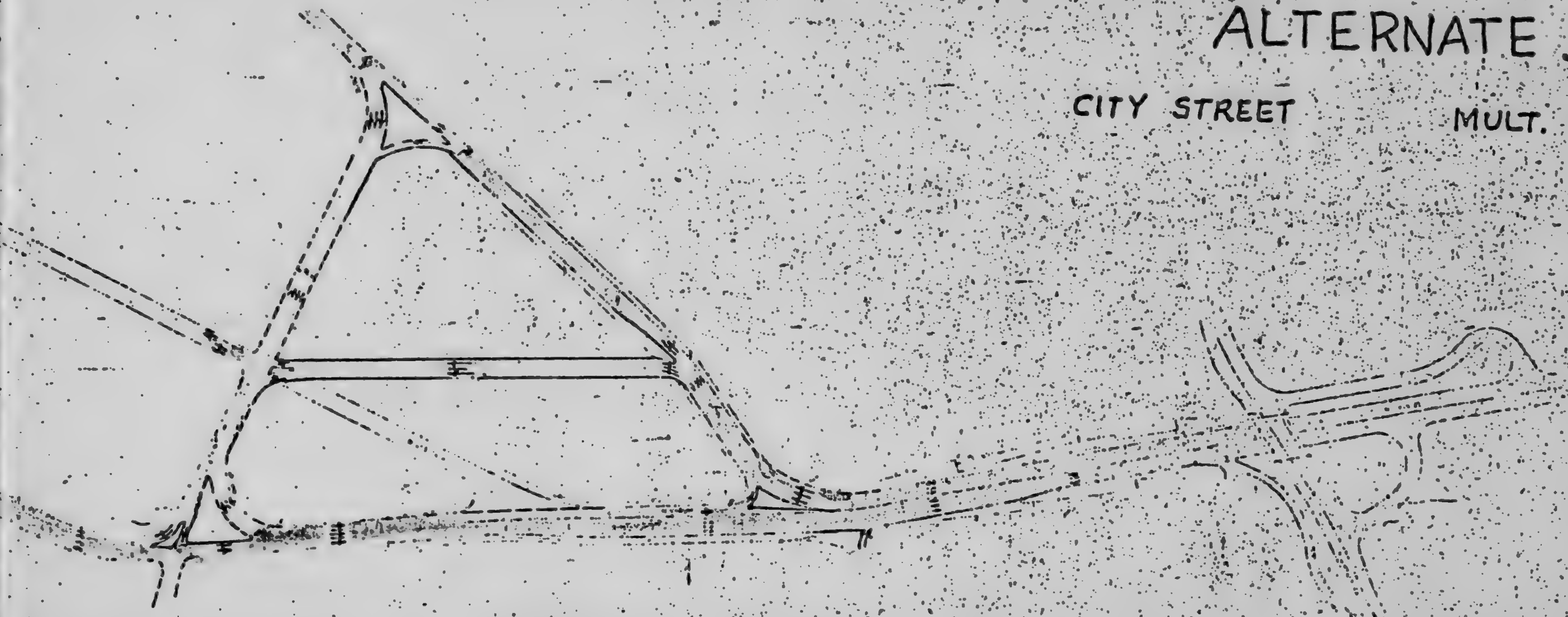

Sketch M
BASIN AVE INT
ALTERNAT
CITY STREET
MU
PA
nge

Sketch Map

BASIN AVE INTERCHANGE

ALTERNATE 3A

CITY STREET MULT. COUNTY

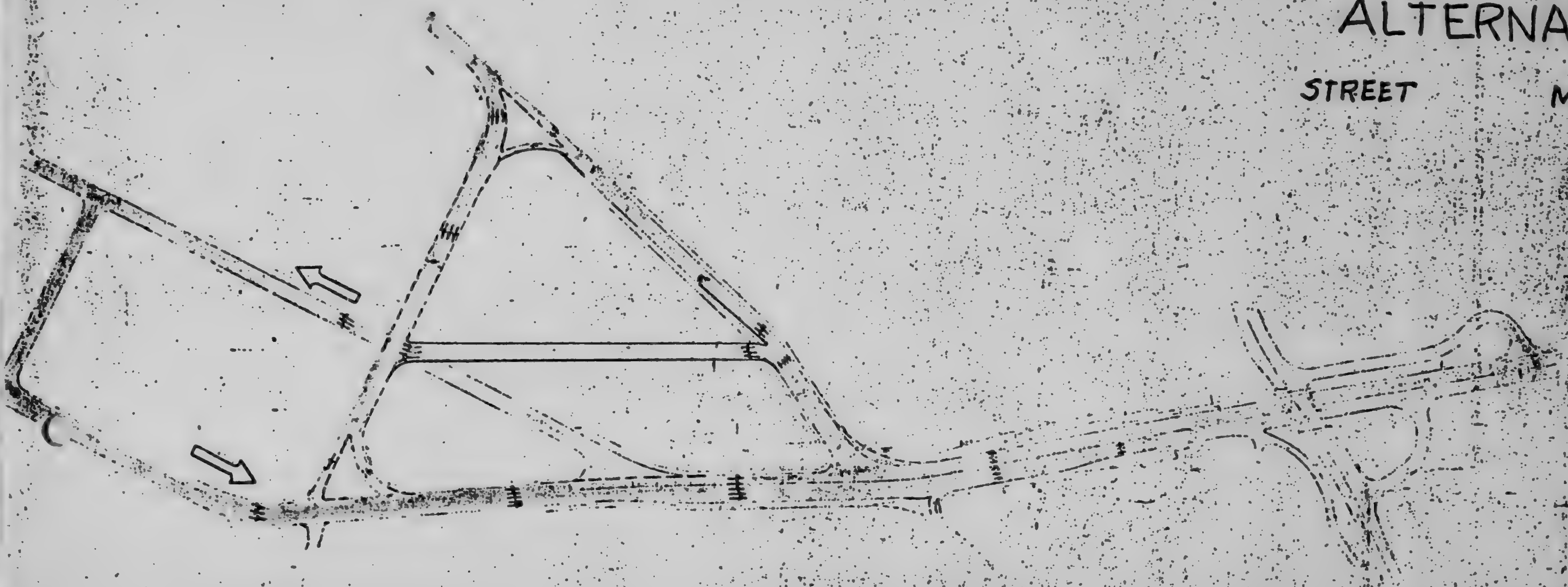


Sketch M

BASIN AVE INT

ALTERNAT

STREET MU

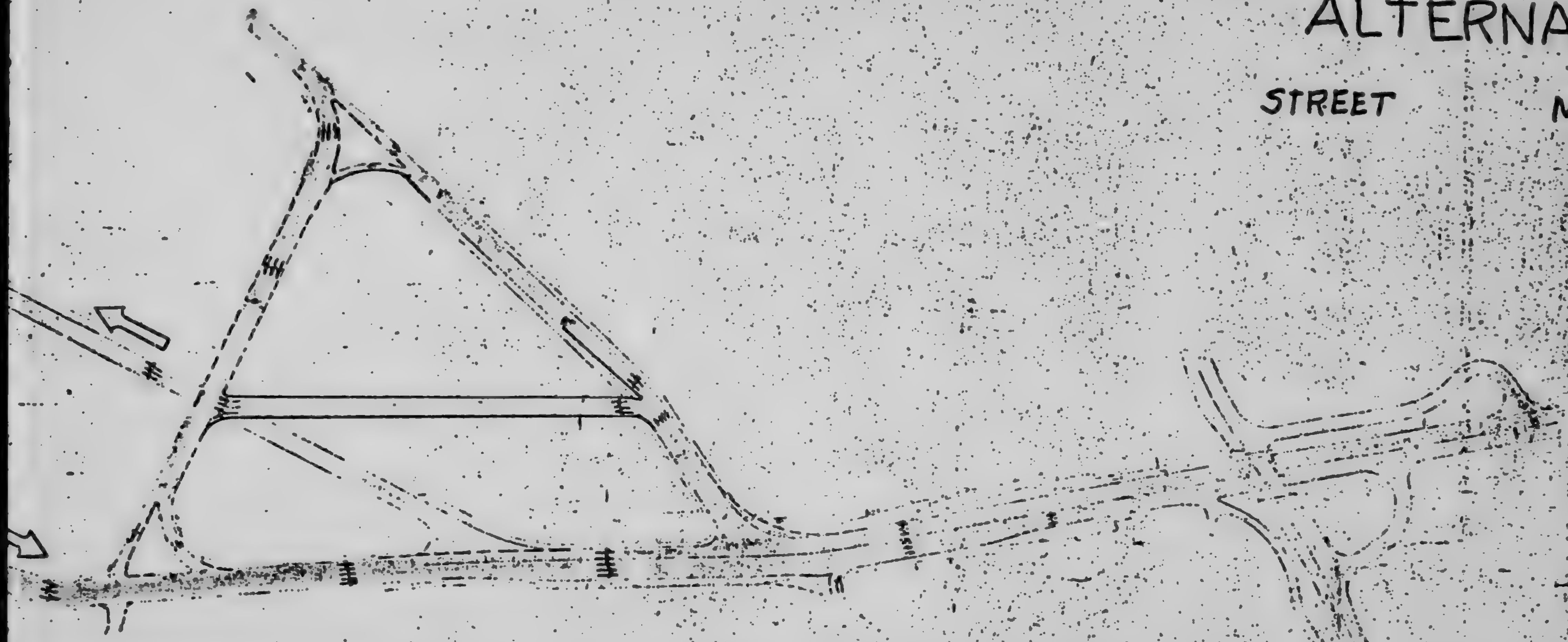


Sketch Map

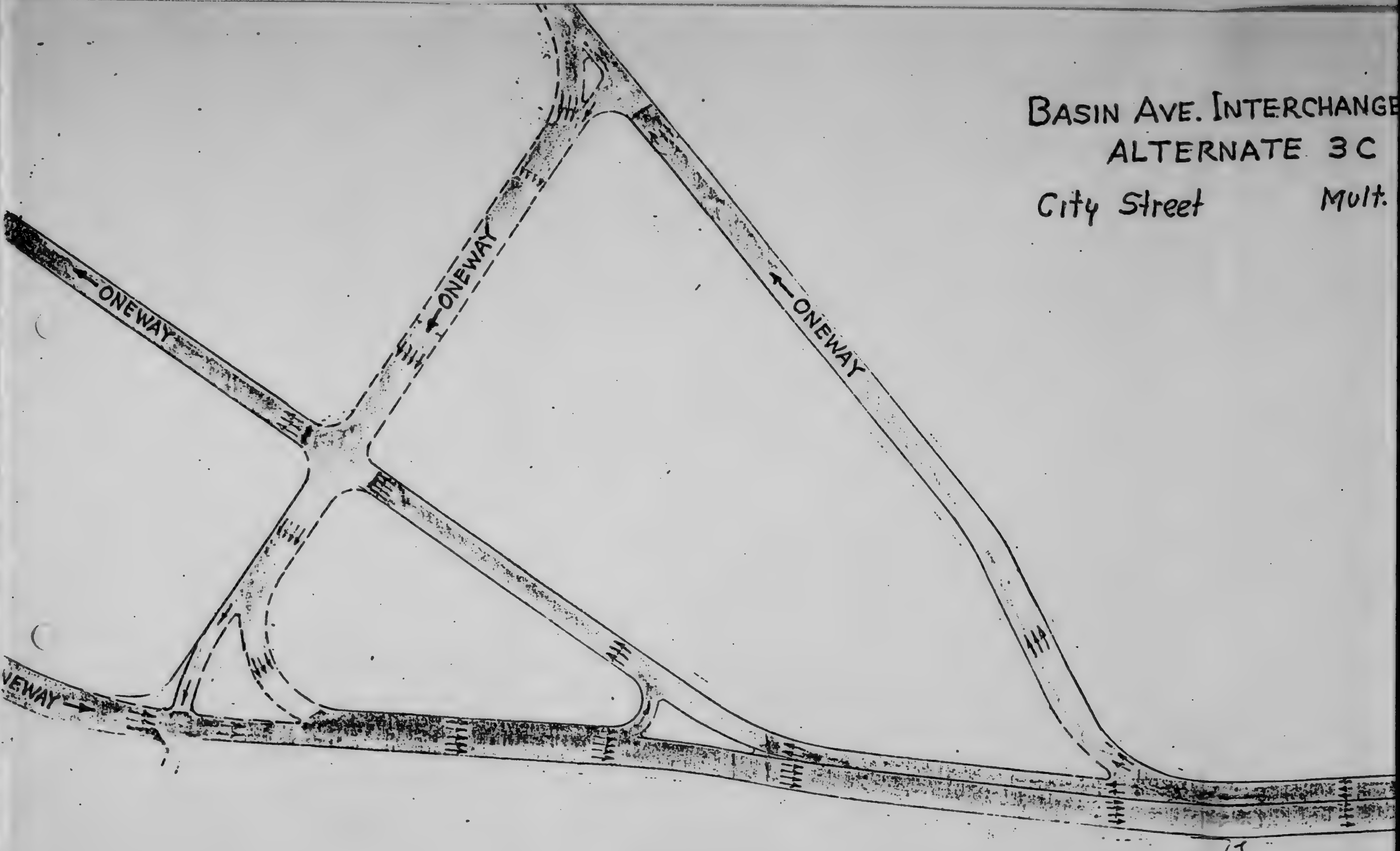
BASIN AVE INTERCHANGE

ALTERNATE 3B

STREET MULT, COUNTY



BASIN AVE. INTERCHANGE
ALTERNATE 3C
City Street Mult.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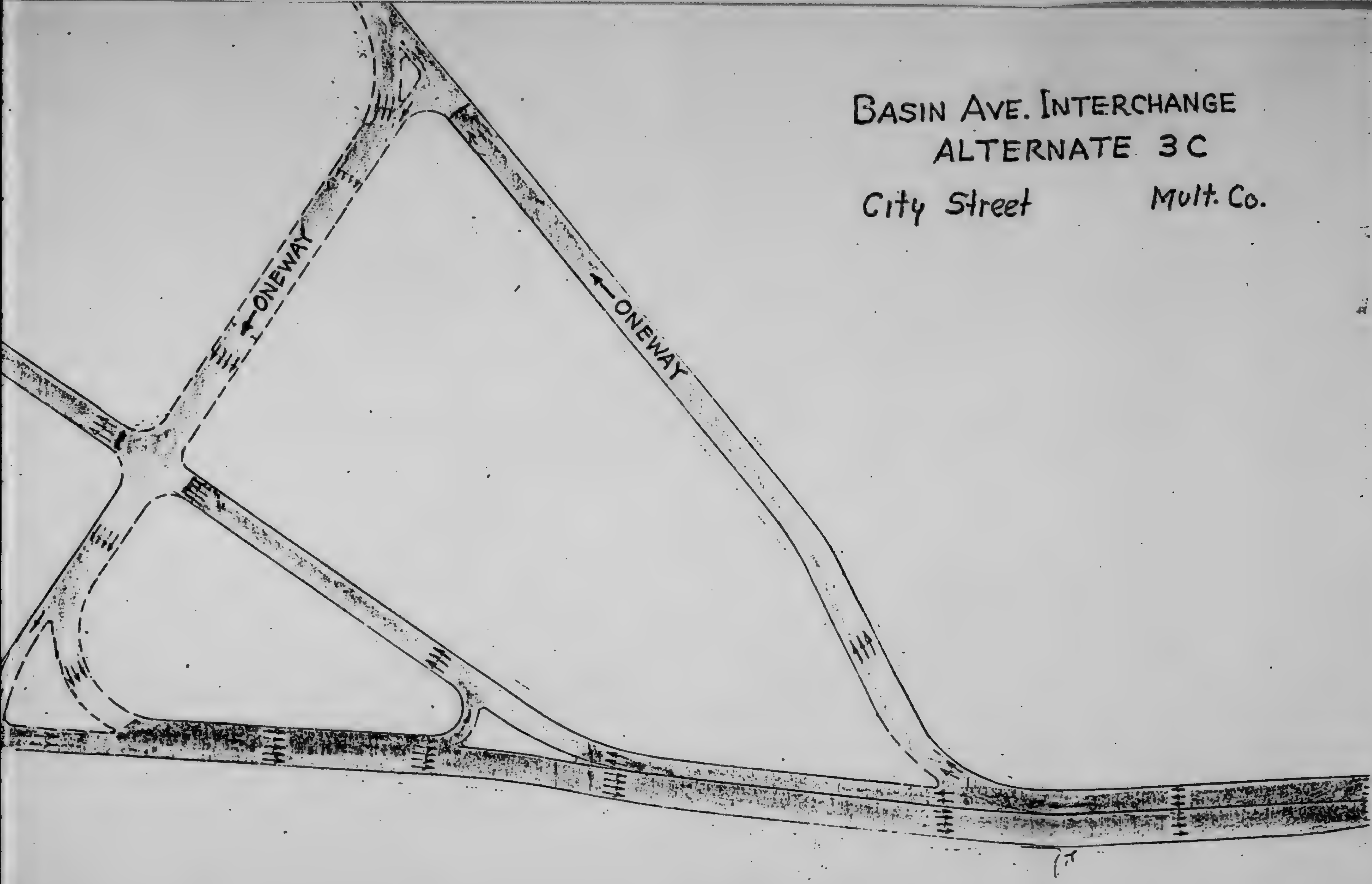
BASIN AVE. INTERCHANGE
ALTERNATE 3C

City Street Mult. Co.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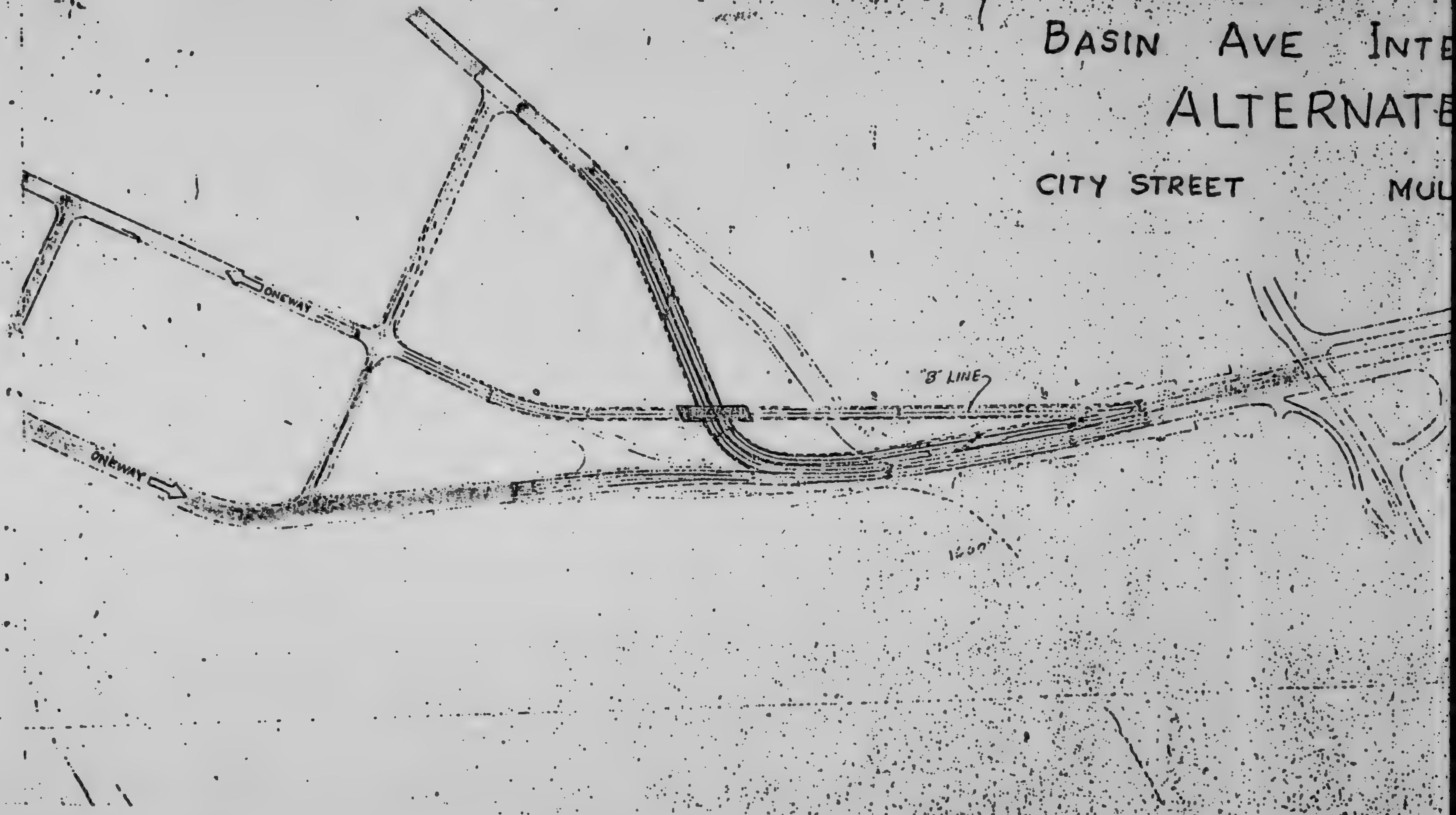
Sketch M

BASIN AVE INTE

ALTERNATE

CITY STREET MUL



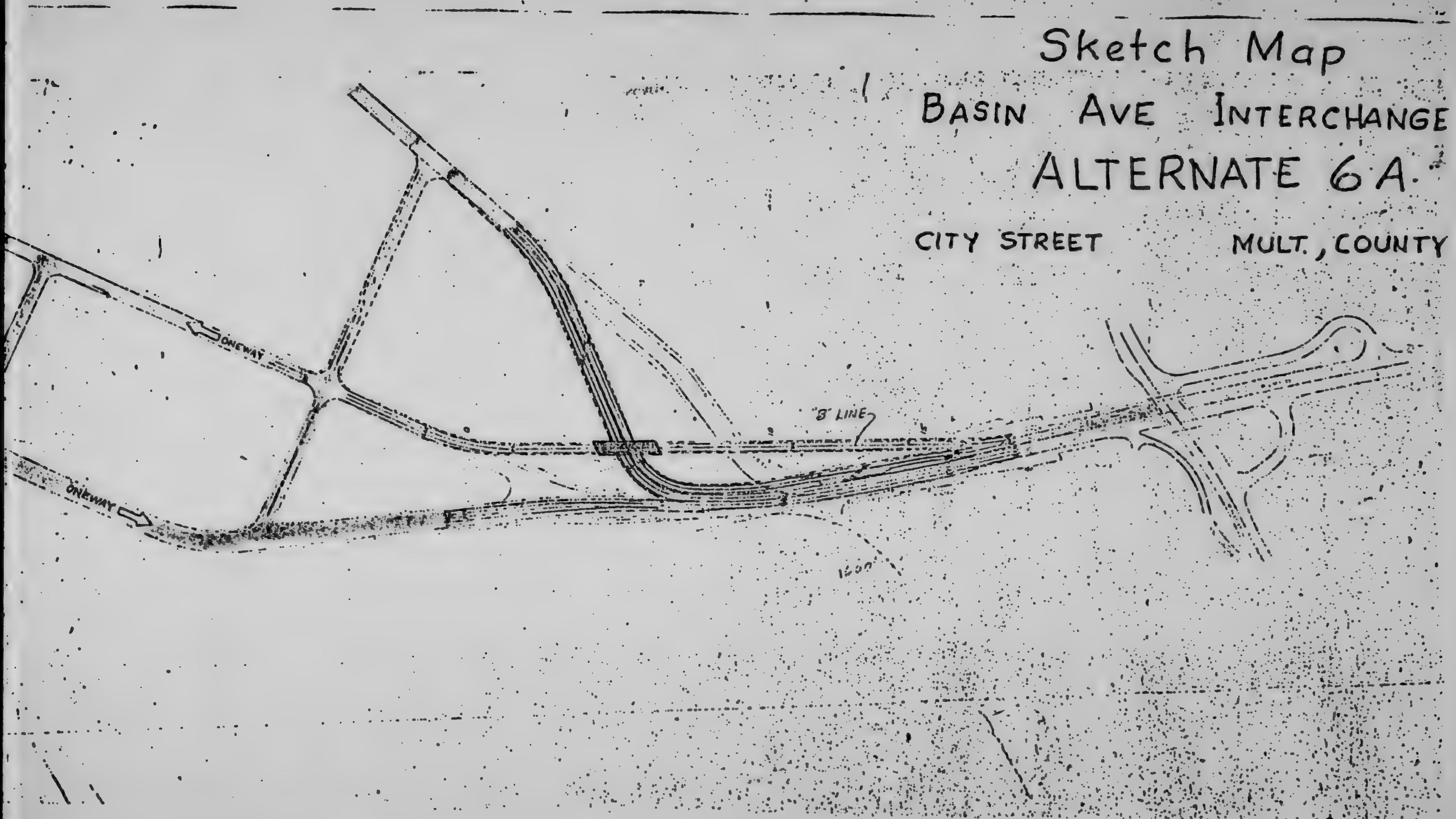
'B' LINE
ONEWAY
ONEWAY
1600'

Sketch Map

Basin Ave Interchange

Alternate 6A

City Street		Mult., County


ONEWAY
ONEWAY
"B" LINE
1500

9719

STATE OF OREGON **INTEROFFICE MEMO**

TO: MEMO TO THE FILE

DATE: February 28, 1977

Wayne Schulte

FROM: WAYNE SCHULTE
Project Coordinator

NOTED
H.S. COULTER

SUBJECT: Basin/Going & Greeley/I-5
Technical Advisory Committee Meeting

On February 16, the technical advisory committee for Basin/Going and Greeley/I-5 projects met at the Metro office. A list of attendees is attached.

The session opened with a discussion of project objectives that had been agreed to by the citizens advisory committee at their recent meeting. Both committees are now in agreement with the objectives which now read:

> Provide for Full Swan Island Development Consistent with the 1975 Swan Island Transportation Study.
>
> Strive for Minimum Adverse Neighborhood Impacts and Roadway Safety.

Donna Kilbur stated the environmental section staff has reviewed the eight month time frame we initially proposed for a consultant's completion of the DEIS. This review was requested by several members of the C.A.C. who felt the document could be completed in less time. It was decided a consultant could conceivably finish the statement in seven months if project alternatives and traffic data are available when the consultant is selected. Preliminary design information should also be available at that time.

John Hanks presented a walk-through of traffic concerns for each of the alternates of the Basin/Going interchange. Reduced size drawings of the various designs had been sent earlier to each of the committee members for their study. After each of the alternates was discussed, a matrix format was used by the committee to evaluate the designs. A copy of the completed matrix is attached.

Due to the severe weave problems anticipated for eastbound traffic on Going Street, east of Basin Avenue, alternates 2, 4 and 5 were removed from further consideration by the committee. In addition, alternate 2 would eliminate a large amount of valuable Port property from future development.

The committee recommended alternates 1, 3 and 6A be taken to the C.A.C. for their consideration. The T.A.C. did not choose to rank the alternatives in order of preference. It was felt that any of the three plans as shown,

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or with minor modifications, could handle the 4500 peak hour, peak direction traffic volume.

John Hanks stated he now has a member of his staff working full time on traffic assignments for the project. Traffic analysis activity on the project was slowed for approximately one month due to the necessity of committing his resources to the Banfield Transitway Project.

Ken Johnson said the Port of Portland is receptive to a one-way system on existing Lagoon and Channel Avenues if beneficial to traffic movements through the interchange. He also indicated the fill at the south end of the lagoon could be built soon if realignment of Lagoon Avenue is necessary. The fill for the extension of Anchor Street would be placed later dependent upon receipt of a permit from the Corp of Engineers.

Wayne Schulte described the three plans being considered for the Greeley/I-5 ramp connection. Plan 1 requires an at-grade intersection for the ramps at Greeley and Interstate Avenue. Vehicles southbound would merge with traffic immediately south of the ramp from the Fremont Bridge. Traffic from the south on I-5 would exit about 800 feet north of the Fremont Bridge on-ramp. Plan 2 differs in that it features a grade separation structure for on-ramp traffic at Interstate Avenue. It also merges on-ramp traffic at I-5 further north than Plan 2 providing greater weave distance. The off-ramp would remain the same as on Plan 2. Plan 3 was requested by the C.A.C. and includes grade separated structures for both the on and off ramps at Interstate Avenue. The ramps would connect to I-5 as on Plan 2.

Estimated cost of the various plans is as follows:

No. 1	$3,700,000
No. 2	$4,700,000
No. 3	$5,600,000

Plans 2 and 3 would require purchasing about $350,000 of additional right-of-way adjacent to Greeley Avenue. The three plans will be taken to the C.A.C. for their comments.

At the first C.A.C. meeting we were requested to contact the FHWA to determine if their was any possibility of funding the Greeley/I-5 ramps with Federal Aid Interstate System monies. Cliff Christianson stated he did not feel there was any chance of funding the ramps under the FAIS program. The city has included the Basin/Going and Greeley/I-5 construction projects in their request to CRAG for Mt. Hood transfer monies. They are in Category 3, and a decision has not been reached by the CRAG board on the issue.

pq

cc: F.B. Klaboe   J.B. Boyd   R.N. Bothman   H.S. Coulter
G.A. Potter   J.H. Versteeg   W.J. Hart

EVALUATIONS OF DESIGN ALTERNATES

Basin/Going Interchange

By Project Technical Advisory Committee
February 16, 1977

	ALTERNATE					
	1	2	3	4	5	6A
No. of Traffic Signals	1	Severe weave and land use problems removed this plan from further consideration	1-2	East bound traffic weaves were deemed so severe as to rule this plan from further study	East bound weave problem. Plan is similar to 6A with exception of one-way street system and weave distance	0
Swan Island Access	B		B			B
Weave Conflicts	C		B			C+
Roadway Grades	C		A			B
Land Use	B		B			C
*Cost	3.3		0.8-1.0			2.2
Traffic Handling	C		B			B+
Transit Handling	B		C			B
Railroad Access	D		D			D
Ports of Call Access	B		C			D
Noise	D		A			C

*In millions of dollars

9717

STATE OF OREGON **INTEROFFICE MEMO**

TO: MEMO TO THE FILE

DATE: February 18, 1977

FROM: ROBERT N. BOTHMAN Bothman
Ass't. State Highway Engineer

SUBJECT: Greeley/I-5 ramps

NOTED
E. S. HUNTER

I discussed the mechanism to petition the Secretary of Transportation for additional programming and monies to build the Greeley/I-5 ramps on I-5 with Fred Klaboe.

Klaboe advised we should put together the necessary package, and although the odds were against approval, he would submit the request.

I discussed this with Doug Wright who advised he would proceed with our recommendation; that is, to delay this request until the project has developed sufficiently to determine if we are in a position to make such a request.

I further discussed the funding for the project, regardless of what funding resources used, FAI, E-4, or FAUS, that the monies are extremely limited, local match limited, and that the minimum cost solution should be pursued. This definitely precludes any "cadillac" model, and restricts us pretty much to low-cost alternatives, if they are at all possible.

ebg

cc Klaboe
Coulter
Hunter

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81-125-1387

4717

326-1978
326-1987

STATE OF OREGON **INTEROFFICE MEMO**

TO: MEMO TO THE FILE

DATE: February 15, 1977

Wayne Schulte

FROM: WAYNE SCHULTE
Project Coordinator

SUBJECT: Basin/Going and Greeley/I-5
Citizen Advisory Committee Meeting

The first citizens advisory committee meeting for subject project was held on February 4 at the Water Services Building. Those in attendance are listed on the attached sheet.

The committee is comprised of members of the Swan Island Task Force and other representatives from businesses and neighborhood organizations in the vicinity of the projects. Commissioner Connie McCready chaired most of the meeting. She then asked if any of the members would like to nominate a chairman to replace her since she felt it inadvisable for a city commissioner to head the CAC. Hearing no nominations, the Commissioner appointed Bruce Bosch. This selection met with committee approval.

The meeting opened with a brief report on the project status by Bob Bothman and a review of the technical advisory committee meeting minutes of January 12.

Si Stanich questioned the 4500 peak hour, peak direction traffic volume mentioned in the minutes. He was concerned the Basin/Going interchange might be designed to handle a much higher volume than this and that traffic through neighborhoods would also be greatly increased. The consensus of the group was that other constraints on Going Street, east of the project, would limit traffic volumes through the neighborhoods. The 4500 volume is included in criteria for the project but the final design of the interchange will probably not reflect that precise figure.

The TAC minutes also included a statement that the traffic analysis for the project extend southerly on I-5 to the Marquam Bridge. Some of the CAC members felt extending the traffic studies so far from the actual project limits might jeopardize approval of the Greeley/I-5 ramps. Donna Kilbur said the Marquam Bridge area was a reasonable cut-off point and that a traffic study of this magnitude will ensure compliance with federal requirements.

Glen Odell felt the eight month period in the project schedule for preparation of the draft environmental impact statement could be shortened. Donna Kilbur has pursued this with the environmental section staff and it is their opinion the DEIS could be completed in about four months if all necessary data (selected alternates, traffic studies, preliminary design) is readily available to the consultant.

The project objectives were discussed and resulted in changing these to read:

1. Provide for Full Swan Island Development Consistent with the 1975 Swan Island Transportation Study

2. Strive for Minimum Adverse Neighborhood Impacts

Wayne Schulte presented maps of the two alternatives for the Greeley/I-5 ramps and the six options for the Basin/Going interchange. The committee preferred a modified version of the grade separated plan shown for the Greeley/I-5 ramps. The plan displayed would have required a structure over Interstate Avenue to serve on-ramp traffic destined for I-5 south. The committee's choice would also include a structure over Interstate for the I-5 off-ramp traffic.

Our preliminary design office is currently studying the feasibility of this plan and will have information available for our next CAC meeting. They will also investigate the possibility of acquiring Federal Aid Interstate System monies to finance the Greeley/I-5 project instead of the anticipated Federal Aid Urban System funds. No local match is required for construction under the Interstate System financing.

No indication of a preferred design for the Basin/Going interchange was received from the committee. It was decided that reduced size drawings of the alternates should be sent to members for review prior to the next CAC meeting scheduled for February 18 at 2:00 p.m. The mailings have been completed and it is expected that members' design preferences will be aired at that time.

Many access improvements to Swan Island have been studied through the years. The committee feels a brief description of these options and why they were not recommended should be included in the history portion of the environmental impact statement.

It was suggested that a representative from Bess Kaiser hospital be invited to attend the next meeting. Bruce Bosch will contact the hospital and provide me with the necessary information.

WS/ldo

Attachment

cc: F. B. Klaboe
H. S. Coulter
G. A. Potter
R. N. Bothman
L. E. George
J. H. Versteeg
CAC Members

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FOR
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1/81

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Portland, OR 97213
January 17, 1977

FILE: 326-1978
326-1987

Wayne Schulte

FROM: WAYNE SCHULTE
Project Coordinator

TO: MEMO TO THE FILE

SUBJECT: Greeley/I-5 - Basin/Going
Technical Advisory Committee Meeting
January 12, 1977

cc Rubin

The technical advisory committee for subject projects met at the Metro office on Wednesday, January 12. Members in attendance are listed on attached sheet.

The meeting began with a discussion of the revised project development schedule. It had been changed after reviewing with various section heads from Salem on Tuesday. The design hearing is now anticipated for February, 1978. Bid letting for the Greeley/I-5 project is expected in February, 1979, and for Basin/Going in November, 1979.

Originally, only the air, noise and economic study portions of the environmental impact statement were to be performed by a consultant. At the request of Gary Potter, the consultant role will be expanded to include virtually all EIS work, with the exception of traffic analysis and selection of alternatives. Those efforts must be completed prior to the selection of a consultant in April, 1977.

It was questioned if the consultant would require eight months to complete work on the DEIS as shown on the project schedule. A discussion with Potter after the meeting indicated this time frame is reasonable.

The preliminary list of project objectives I had prepared were discussed at length and resulted in a reduction and/or consolidation of objectives. Those which are agreed upon by the TAC are as follows:

1. Provide for Full Swan Island Development Through Better Peak Hour Access.
2. Strive for Auto and Truck Access That Minimizes Neighborhood Adverse Noise/Safety Impacts.

These objectives will be taken to the citizens advisory committee for their concurrence at the scheduled meeting of February 4.

Representation on the TAC was discussed since this was the first meeting of the appointed members. It was suggested that I contact Ron Higbee of Tri-Met to determine his involvement with the committee. Ron stated he would like to continue receiving minutes and agendas of meetings but would not regularly attend. This was the only change from the TAC list presented.

A short amount of time was spent discussing the many options that have been shown for the Basin/Going interchange. No agreement could be reached as to which of the plans should be eliminated from further study due to their impracticality. It was the group's preference the decision be made by the Highway Division staff. They desire copies of the remaining viable options be sent to them for further analysis before the next TAC session. A meeting will be held soon to "weed out" options as requested.

Other items mentioned during the meeting included:

1. A recent request made by Cliff Christianson of the FHWA to extend the project traffic analysis on I-5 southerly to the Marquam Bridge area.
2. If the selected Basin/Going interchange requires filling in portions of the lagoon, the Port would like to apply for permits as soon as possible. Their preliminary talks with Corps of Engineers officials indicated acceptance of the fill proposal. Costs of the fill would be borne by the Port.
3. Tom Neely expressed concern with the large number of traffic movements possible at the Greeley/Interstate Avenue intersection. John Hanks and his traffic staff will be including this intersection in their analysis of the project.
4. Access to the City's maintenance yard at Stanton Street was also discussed since Stanton would be closed under the presented plan.
5. It was questioned whether the Fremont interchange stub ramp from the north to westbound ramp could be utilized. Discussions with our preliminary design office in Salem indicate weave and grade problems would be so severe as to preclude its use for a connection to the Greeley/Interstate intersection.
6. Ken Johnson will meet with City officials to discuss the Basin/Going 4500, peak hour, traffic volume criteria which has been mentioned in a City resolution. He is concerned that wording may be ambiguous enough to erroneously affect the design selection.

Attached is the revised project development schedule dated January 11, 1977.

ldo

Attachments

cc: F. B. Klaboe
H. S. Coulter
G. A. Potter
R. N. Bothman
L. E. George
J. H. Versteeg
TAC Members

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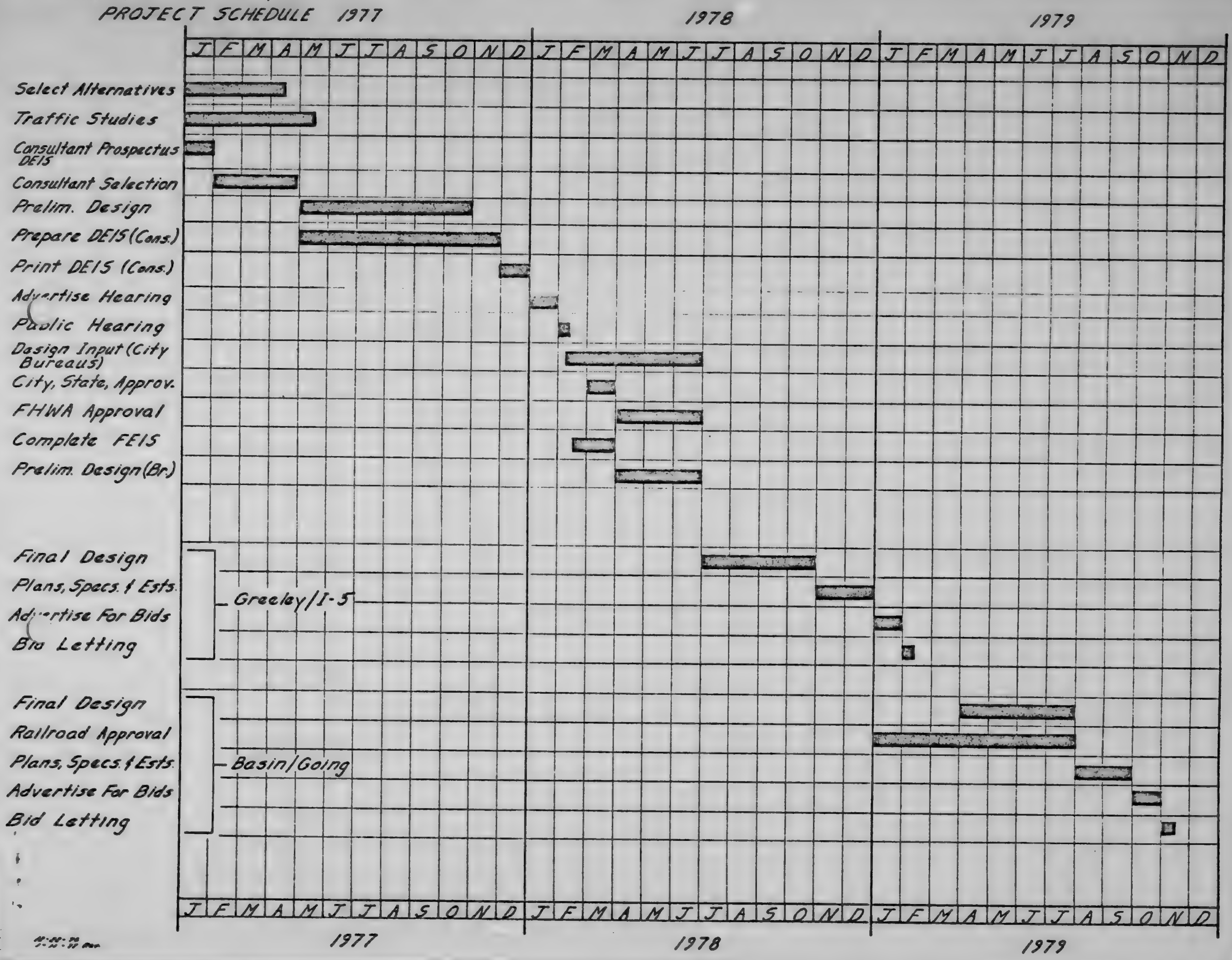
Info Inves R/D D/R Sign Act File

GREELEY/I-5 & BASIN/GOING

PROJECT SCHEDULE



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5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Portland, OR 97213
December 27, 1976

FILE: 326-1978
326-1987

Wayne Schulte

FROM: WAYNE SCHULTE
Project Coordinator

SUBJECT:

TO: TECHNICAL ADVISORY COMMITTEE
Greeley/I-5 - Basin/Going

A technical advisory committee meeting has been scheduled to discuss the Greeley/I-5 and Basin/Going projects. The meeting will be held on Wednesday, January 12, at 9:00 a.m. in the Metro large conference room.

I have attached for your study the following: Proposed project development schedule, preliminary list of criteria and objectives, and a brief project history. Minutes from the initial TAC meeting are also included.

A tentative agenda will be:

1. Discussion of the Project Development Schedule
2. Develop Project Objectives
3. Representation on Technical Advisory Committee

Please prepare a written list of your agency's project objectives and bring to the meeting for discussion purposes. Feel free to contact me regarding additional items you would like placed on the agenda.

ldo

Attachments

cc: Bob Johnson, Acting Dir. of Env. Services - Multnomah Co.

Courtesy Copy: Mayor Neil Goldschmidt
Commissioner Connie McCready

bcc: F. B. Klaboe
H. S. Coulter
G. A. Potter
J. H. Versteeg
J. B. Boyd
W. J. Hart

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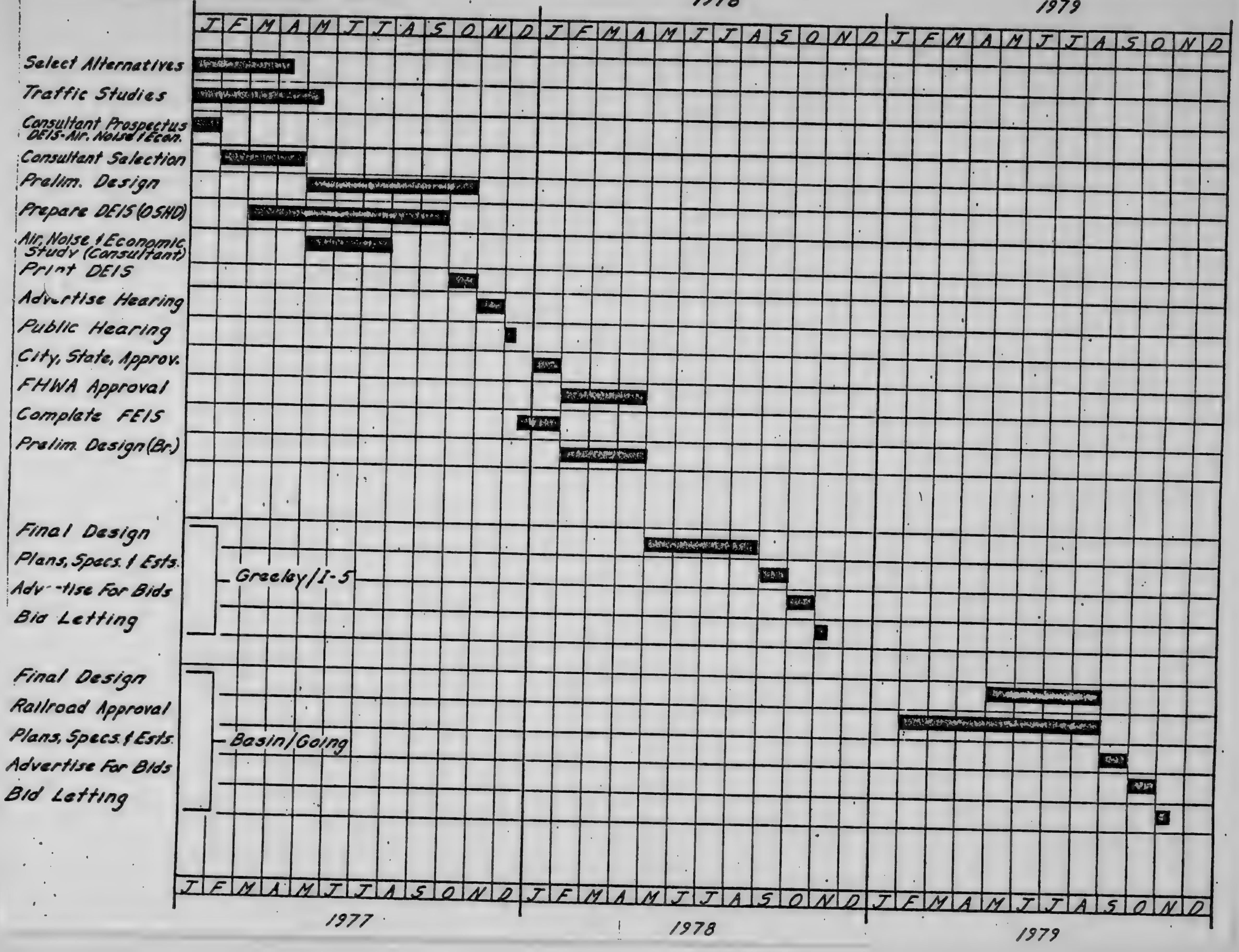
FOR

GREELEY/I-5 & BASIN/GOING
PROJECT SCHEDULE



Greeley/I-5 & Basin/Going

Criteria For Projects

There will be no Going Street Freeway

There will be no additional access roads to the island constructed

Going/Basin intersection will be designed for maximum peak hour, peak direction, traffic volume of 4,500 (per City Council Resolution)

Traffic level service "D" or better must be provided on both projects

Greeley/I-5 & Basin/Going

Objectives

Project should have minimum impact on neighborhoods

Should provide for additional Swan Island development through better peak hour access

Improve transit use

Strive for truck access that minimizes neighborhood impacts

Design projects for added traffic safety

Do not adversely affect I-5 traffic flow

Greeley/I-5 & Basin/Going Projects

A Brief History

12/10/76

An important asset of the Swan Island Industrial Park is its central location and accessibility. The area is served by a navigable waterway, railroads, and is favorably located near the I-5 Freeway. Because of these attributes, businesses are attracted which are transportation and distribution oriented.

Approximately 300 of the 600 acres of developable land on the island has been sold to industrial firms. The Port of Portland owns the island and they, along with others, have long recognized the present single street access, North Going, will not adequately handle all traffic generated by full development of the remaining land. For this reason, various traffic planning studies have been undertaken since the early 1960's.

In 1973, the City of Portland, Port of Portland, and Oregon State Highway Commission entered into an agreement to widen Going Street to better handle Swan Island traffic. A citizens committee, however, submitted a petition after work had started which directed that construction activity be stopped and a review of the project be made by the City. As a result of the City's review, a Swan Island Task Force was formed to further study a permanent solution to transportation needs in the area. After examination of virtually all conceivable options, the Task Force recommended in 1975 the construction of a grade separation structure at the Basin-Going Street intersection and building access/egress ramps from Greeley Avenue to I-5.

Both of these projects were subsequently approved by CRAG and included in the Transportation Improvement Program for the region. Initial plans for the Greeley/I-5 ramps were disapproved, however, by the Oregon State Highway Division. They were then revised to satisfy the OSHD and in turn, a request was submitted to the Federal Highway Administration for preliminary engineering approval. FHWA representatives denied the request due to the adverse impacts they felt the ramp traffic would have on operations of I-5. The Basin/Going project meanwhile had gained OSHD and FHWA preliminary engineering approval.

Later the FHWA reversed their decision on the Greeley/I-5 project and they now approve a study in depth to determine the environmental, safety, and operational impacts of the project. This effort is now underway and upon its completion, a re-evaluation of the project will occur.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Portland, OR 97213

December 9, 1976

FILE: 326-1978
326-1987

Wayne Schulte

FROM: WAYNE SCHULTE
Project Coordinator

SUBJECT: Greeley/I-5 - Basin/Going
Technical Advisory Committee Meeting
December 7, 1976

TO: MEMO TO THE FILE

The first Technical Advisory Committee meeting for subject projects was held at the Metro office on December 7, 1976. A list of those in attendance is attached.

These projects will be developed concurrently and their impacts addressed in a single EIS. Preliminary engineering costs, however, will be segregated.

Bob Bothman opened the meeting with a rundown of Swan Island access studies, which date back to the early 1960's. Wayne Schulte explained several alternatives for each of the projects that have received varying degrees of consideration. It was stressed that we are open for consideration of other plans.

Ken Johnson stated that the Port of Portland sold 18 acres for new developments on Swan Island in 1976. In addition, voters in November approved a measure to construct a dry dock on the island, which will further increase traffic demands. The Port would appreciate an early decision on the Basin/Going interchange design in order that right-of-way needs can be determined. Several businesses have apparently expressed interest in undeveloped land near this intersection.

Preparation of the DEIS was discussed, which included mention that the statement could not be started until October 1977 if done solely by our Environmental Section. This delay is not acceptable and some assistance from consultants is proposed to expedite completion of the document. John Lang stated the Greeley/I-5 ramps, especially, is rated a high priority project by various city officials.

A request to quantify the anticipated labor force on Swan Island for traffic purposes was made by Jack Sullivan. This information will be supplied by Ken Johnson. Jack indicated his traffic analysis on I-5 would probably be limited to the area between the Banfield and Portland Boulevard interchanges. Affects of the I-205 opening will also be addressed.

Four immediate efforts will be undertaken to develop the projects. They are: Traffic, Location, DEIS and Citizen Participation. I will also develop a list of requirements that must be met for the projects. These have been discussed and documented at Swan Island Task Force meetings held earlier.

Members of this task force will be invited to continue their involvement in transportation problems in the area as members of the project Citizens Advisory Committee.

Construction of the Greeley/I-5 ramps is scheduled to begin in FY 1978. Basin/Going construction is anticipated for FY 1980.

ldo

Attachment

cc: F. B. Klaboe
H. S. Coulter
G. A. Potter
L. E. George
J. H. Versteeg
TAC Members

9729

3

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
December 15, 1976
Salem, OR 97310

FILE:

FROM: Gary A. Potter, Manager
Environmental Section

TO: R. N. Bothman
Asst. State Highway Engineer

ORIGINAL SIGNED BY
GARY A P...

SUBJECT: Schedule for Greeley I-5 Ramps, Basin/Going Interchange Project

NOTED
E. S. HUNTER

As you may know, the Environmental Section's current workload will not allow major staff involvement leading to a draft EIS until at least October, 1977. Staff involvement starting at that time would allow a study committee draft to be released in late December. Since this future date may not be campatible with local desires to expedite the project, we are faced with some alternatives, one of which is hiring a consultant to do the EIS.

This tentative schedule is dependent upon the completion of the work of the Priority Committee and the adoption of a stable implementation program.

Several steps in the project development process which precede EIS preparation are still outstanding. Completion of the items (which follow) will facilitate EIS preparation and should ease the way for the project in general; these items are successive and include:

1. Listing of project on improvement program (this will give of formal basis from which staff resources can be committed).
2. Identification of preliminary project alternatives for review and modification by the TAC (this will probably require traffic engineering studies on at least the Basin/Going Interchange).
3. Formation of a CAC.
4. Submittal of alternatives to CAC for review and modification.
5. Finalization of project alternatives for adoption by ICC.
6. Completion of traffic analyses for air and noise work.

Completion of these steps will provide a firm basis for orderly completion of the EIS.

GAP:ss

cc: E. S. Hunter

NOTED
E. S. HUNTER

12-20-76

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9727

OREGON STATE
HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

November 18, 1976

Telephone 238-8226
METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

JOHN M. LANG, Chief
Bureau of Street and
Structural Engineering
City of Portland
Department of Public Works
400 Southwest Sixth Avenue
Portland, OR 97204

I agree that the state should handle the entire project development for the Greeley to I-5 and Basin/Going project.

We will accomplish these two improvements as a single project, insofar as developing the project and writing the impact statement.

Of course, construction of the project can be phased as money is available, and assuming that the Greeley/I-5 would be constructed first, followed in several years by the Basin/Going project.

The city would certainly participate in the technical and citizen advisory group activity as they do on all state projects in the area. As a matter of fact, I intend to use the Swan Island Task Force as the citizen advisory committee on the project.

I am now awaiting approval of the preliminary engineering on the Greeley/I-5 project, and upon receipt I will initiate a project.

We have determined that Wayne Schulte will be assigned as project coordinator on the activities on this major project.

Bob

ROBERT N. BOTHMAN
Ass't. State Highway Engineer

ebg

cc: F. B. Klaboe
H. S. Coulter
J. H. Versteeg
G. A. Potter

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LETTER OF APPROVAL AND/OR AUTHORIZATION

M-9945(1)
STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 71411

COUNTY NAME Multnomah

PROGRAM STAGE *(Check)* ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
NOV 22 '76
REFER TO Rulien
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 11-15-76

FEDERAL ROUTE NUMBER FAU 9945

STATE ROUTE NUMBER City Street

GENERAL LOCATION:
"N. Greeley Ave. Connection to I-5 (Portland) Section"

GENERAL DESCRIPTION OF WORK:
Preliminary ENgineering.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER *(Specify)* All phases of preliminary engineering necessary to obtain an adopted Final EIS. TEC $200,000 - FF $171,600.

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
As requested in Mr. Rulien's memorandum of 11-1-76, you are authorized to proceeed with the work shown above. Studies being performed under Project M-9926(1) will be included in the EIS for subject project but project accounting should be kept separate.

DATE 11-15-76

SIGNATURE OF APPROVING OFFICIAL

TITLE Division Administrator

FORM PR-1240 (Rev. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

97-1 2-1 2-10-1

Ip.

~~PRO 6-2~~

November 1, 1976

TO Executive Department
Federal Aid Coordination Unit

FROM ~INAL SIGNED BY
D. E. SWAN
L. W. Rulien
Program Management Engineer

SUBJECT Federal-aid Funding Application

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for Federal-aid funding of the following Urban System Project:

Item No.	Project No.	Section Name & PNRS No.
71411	M-9946(1)	N. Greeley Ave. Connection to I-5 (Portland) Section #7607-2-1160

CL:bb

Enc.
cc: G. L. Green, FHWA
D. E. Swan

9:24

5

~~PRO 6-2~~

November 1, 1976

TO G. L. Green, Division Adm.
Federal Highway Administration

FROM
L. W. Rulien
Program Management Engineer

SUBJECT Project Data Submission
Item No. 71411
Project No. M-9945(1)
N. Greeley Ave. Connection
to I-5 (Portland) Section
Multnomah County

Enclosed is data for the subject project.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request authorization to proceed with all phases of the preliminary engineering necessary to obtain an approved Environmental Impact Statement at an estimated total cost of $200,000 with an obligation of $171,600 in Federal funds.

CL:bb

Enc.
cc: R. N. Bothman (Metro)
G. Zehner
D. E. Swan

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

11-1-76

FEDERAL-AID PROGRAM DATA

CARD 2	REPORT NUMBER (10) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65 City St., N. Greeley Ave. (Portland)	ADT	PRESENT 8,400	FUTURE (66) (70) 15,900	YEAR (71) (72) 96	REGION 10

STATE NAME: Oregon — STA COD: 4

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 26 62 Preliminary Engineering	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 M-	NUMBER 23 7 9945	SEQ. (1

CARD 4	CLASS OF FEDERAL FUNDS Urban System	COUNTY NAME Multnomah	CODE (14) (16) 051	
	NAME OF URBAN AREA 17-31 Portland	ROUTE NO. U	FEDERAL-AID 9945	STATE (32) (36) City St. — U.S. (37) (41) ---

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**		City St., I-5 ramp connection to N. Greeley Ave. (E. Fremont Intchge.)	0.4	240,000	205,920	17,040	17,040 (City)
5					**ROW**							
5					**CONST** (CODE)		"N. Greeley Ave. Connection to I-5 (Portland) Section"					

ROW-7
contr
restr

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
		C.L.		0.4	240,000	205,920	17,040	17,040 (City)
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)	REMARKS	

NO.

O.

FORM PR-1
(REV. 4-61)

11-1-76

FEDERAL-AID PROGRAM DATA

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
City St., N. Greeley Ave. (Portland)		8,400	15,900	96	10	Oregon	41	W36	71411

PROPOSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
ry Engineering								M-	9945	(1)		

RAL FUNDS: Urban System

COUNTY NAME: Multnomah CODE: 051

PROGRAM STAGE: ☐ 1 OR ☐ 2

AREA: Portland

ROUTE NO. U FEDERAL-AID: 9945 STATE: City St. U.S.: ---

	WORK				ESTIMATED PROJECT COST BY PHASES				
CLASS	TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	PE		City St., I-5 ramp connection to N. Greeley Ave. (E. Fremont Intchge.)	0.4	240,000	205,920	17,040	17,040 (City)	
	ROW								
	CONST (CODE)		"N. Greeley Ave. Connection to I-5 (Portland) Section"						ROW-70' min.; Access control-full; Parking restrictions-complete.
PARED BY	C.L.		PROJECT TOTALS	0.4	240,000	205,920	17,040	17,040 (City)	

OGRAM APPROVAL DATES

REMARKS

-OVER-

N. GREELEY AVE. CONNECTION TO I-5 (PORTLAND) SECTION
PROJECT NO. M-9945(1)

Existing Facility:

Greeley Ave. -- 56-foot roadway with four travel lanes, 6-foot shoulder on west side and 8-foot parking lane on the east side. No present connection to I-5.

Project Data: Work under this project consists of preliminary engineering necessary to study the environmental, safety and operational impacts along with the design of proposed ramps connecting N. Greeley Ave. to I-5 at the . Fremont Interchange. Portions of the preliminary engineering may be accomplished by city of Portland forces.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Major action project requiring Environmental Impact Statement concurred in by FHWA on September 16, 1976.

IM 50-1-70 Requirements: A-95 review satisfied by State Clearinghouse on 9-8-76 and by District 2 Clearinghouse through inclusion in CRAG Tip FY 77 annual element.

FHPM 7-7 5 Requirements:
(a) Public Hearings -- Opportunity for a hearing will be offered.
(b) Location/Design -- Approval will be requested under separate action.

Data for PR-37:

Preliminary Engineering:	Field Work	$200,000
	PS & E Preparation	40,000
	Total	$240,000

NOTE:

(1) This project is in Congressional District No. 3.
(2) This project is included in FY 77 Tip.

9124

5

October 26, 1976

City of Portland
City Hall
Portland, OR 97204

Attention: George Yerkovich
Auditor

MISC. CONTRACTS and
AGREEMENTS No. 5923

Gentlemen:

Attached for your files are two fully executed copies of an agreement for connection of N. Greeley Avenue to I-5 at the E. Fremont Interchange under the Urban System program.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

Enclosures

bc: Don Harwell (agreement attached)

9729

THE CITY OF
PORTLAND
OREGON

OFFICE OF
CITY AUDITOR
GEORGE YERKOVICH
CITY AUDITOR

1220 S.W. FIFTH AVE.
PORTLAND, OR. 97204

October 14, 1976

Bob Schroeder, Assistant State Highway Engineer
Oregon State Highway Division
132 Transportation Building
Salem, Oregon 97310

Dear Mr. Schroeder:

Please find enclosed herewith four copies each of two agreements. One is for providing preliminary engineering for the N. Basin Avenue/Going Street Interchange, as authorized by Ordinance No. 142562, the other is for preliminary engineering for ramps to connect North Greeley Avenue (FAU route 9945) to I-5, as authorized by Ordinance No. 142561.

Will you kindly have the proper officials sign all eight copies of the agreements which have already been executed by the City officials, and return the original and one copy of each agreement to the City Auditor for our files.

Yours very truly,

GEORGE YERKOVICH

Auditor of the City of Portland
By: Charles J. Spear
Chief Deputy

MS:ac
Encls.

10-19-76
Copy to Kulien
w/ agreements

RECEIVED
OCT 15 1976

NOTED
R L. SCHROEDER

9727

5

STATE OF OREGON INTEROFFICE MEMO

TO: E. S. Hunter
Deputy State Highway Engineer

DATE: September 23, 1976

FROM: L. W. Rulien
Program Management Engineer

SUBJECT: PROJECT ASSESSMENT
Greeley Avenue/I-5
FAU 0895
Multnomah County

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Program Management classifies this section as a Category 2 project of MAJOR action. (Significant)

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:dpy

Attachment

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin
G. A. Potter- (2)
George Bell
R. E. Royer
Surfacing Design - Lab Bldg.
B. L. Gifford
Region 1 : Ed Hardt
District 2b : J. D. McClure
Region 1 Geologist: Dan Gano

APPROVED
Acting DEPUTY STATE HIGHWAY ENGINEER
Date 9-22-76

RECEIVED
STATE HWY ENGR
SEP 22 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sem | Act | File

9-22-76
orig w/att.
to Prog. Mgt.

81-125-1987

9729

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

S.

DATE: Sept. 16, 1976

In reply refer to: 1041A

SUBJECT: M-9945(-)
FAU 0895
Greeley Avenue-I-5
Project Reassessment

FROM: G. L. Green, Division Administrator

TO: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The subject project reassessment submitted with Mr. Rulien's August 20, 1976 memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a major action requiring the preparation of an Environmental Impact Statement.

for G J Valach
G. L. Green

noted
GSR

RECEIVED
STATE HWY ENGR
SEP 20 '76
REFER TO
Rulien
FOR

Info	Immed	R/D	D/R	Sgn	Act	File
					✓	

cy Potter taa
9-20-76

9/21

5

ROBERT W. STRAUB
GOVERNOR

**OREGON STATE
HIGHWAY DIVISION**

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

Telephone 238-8226

September 16, 1976

WILLIAM B. BOSCH, Chairman
North Portland Citizen/Business Committee
Superior Machine Products, Inc.
Postoffice Box 12171
Portland, OR 97212

I have received copies of correspondence between you and CRAG, between you and the U.S. Department of Transportation, and the responses to your inquiries.

RECEIVED
DOT OPERATIONS

SEP 17 '76

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Although it appears you are getting a bureaucratic runaround, actually all agencies mentioned, including the Oregon State Highway Division and the city of Portland, are involved in some way with the project. CRAG's role in the project is one of assembling the transportation requirements from local jurisdictions, in this case--the city--into a comprehensive plan. That has been accomplished, and the Greeley Avenue ramps are included in that project. That action is complete.

The U.S. Department of Transportation is involved because the funding proposed for this project is federal. Generally, their approval of the project rests with the project's consistency with the comprehensive transportation plan. In this case, it is.

The project has been initiated and processed through CRAG to the Oregon Department of Transportation, by the city of Portland, so the project is initiated by the city of Portland, using urban system funds. These funds are prioritized, by law, by the CRAG organization. These two actions have occurred--CRAG has prioritized the project, and the city of Portland has initiated the request.

At this point, the Oregon State Highway Division assumes the responsibility for implementing the preliminary engineering and environmental impact studies.

An assessment of the project has now been completed by the Highway Division which includes an assessment of both the Greeley ramp connection and the Basin Avenue/Going Street interchange. These two projects are, and will be, addressed in the environmental impact statement as a single project--that is, providing additional capacity to Swan Island. Upon approval of the assessment, which in this case determines the requirement of an environmental impact statement, due to the many issues involved with the project, the Highway Division (my staff) will proceed with a project.

The project development by my staff will include a citizen advisory committee, technical adivisory committee, and a complete staff effort to develop all the impacts of the project.

The North Portland Citizens Business Committee will be invited to be a member of the citizen advisory committee, and will be offered that means of input to the project as it is developed, and gain information on how it is developed.

If you wish any additional information please do not hesitate to contact me. At this point I have not assigned a project engineer, but I will do so upon initiation of the project.

ROBERT N. BOTHMAN
Ass't. State Highway Engineer

ebg

cc: [redacted]
H. S. Coulter
E. L. Hardt
Lawrence Rice, CRAG
Doug Wright, COP

RECEIVED
DOT OPERATIONS
SEP 17 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

CRAG

COLUMBIA REGION ASSOCIATION of GOVERNMENTS

527 S.W. HALL STREET
PORTLAND, OREGON 97201

(503) 221-1646

Y RICE, EXECUTIVE DIRECTOR

REGULAR MEMBERS

CLACKAMAS COUNTY
- Barlow
- Canby
- Estacada
- Gladstone
- Happy Valley
- Johnson City
- Lake Oswego
- Milwaukie
- Molalla
- Oregon City
- Rivergrove
- Sandy
- West Linn
- Wilsonville

MULTNOMAH COUNTY
- Fairview
- Gresham
- Maywood Park
- Portland
- Troutdale
- Wood Village

WASHINGTON COUNTY
- Banks
- Beaverton
- Cornelius
- Durham
- Forest Grove
- Gaston
- Hillsboro
- King City
- North Plains
- Sherwood
- Tigard
- Tualatin

ASSOCIATE MEMBERS

CLARK COUNTY
- Vancouver
- Camas

Columbia City
Scappoose
St Helens
The Port of Portland
Tri-Met
The State of Oregon

July 22, 1976

Mr. William B. Bosch
Vice President
Superior Machine Products, Inc.
PO Box 12171
Portland, OR 97212

Dear Mr. Bosch:

The Greeley/Swan Island I-5 ramp preliminary engineering and environmental impact study are the responsibility of the Oregon State Highway Division - Metro Office.

We are sending your letter to Robert Bothman, Assistant State Highway Engineer and by copy of this letter, requesting his office to notify you as this project develops.

If CRAG staff can be of further assistance, please contact us.

Sincerely,

Karen Thackston
Transportation Division
Administrative Aide

k

cc: R. Bothman
Metro Office
5821 NE Glisan
Portland, OR 97213

9719

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

5

SEP 02 1976

IN REPLY REFER TO:
HNG-1

Mr. William B. Bosch
Chairman, North Portland Citizens
Business Committee
P.O. Box 12171
Portland, Oregon 97212

Dear Mr. Bosch:

I regret that I gave you the impression that the Columbia Region Association of Governments would be responsible for conducting the environmental assessments and the preliminary engineering for the proposed Greeley Avenue ramps with Interstate Highway 5 in Portland, Oregon. It is true as reported in Ms. Karen Thackston's letter of July 22 to you that the responsibilities for performing these studies do reside with the Oregon State Highway Division.

Although the design, construction and maintenance of the highway system are the responsibilities of the Oregon Department of Transportation, I intended to advise you that CRAG participated in the development of comprehensive transportation planning in the Portland area and that no highway project can be constructed in the area without consultation with the local public officials.

It is suggested that if you have questions concerning either the engineering planning studies or the environmental impact assessments you contact the Oregon State Highway Division Office most convenient to you.

Sincerely yours,

/s/ W. J. Wilkes

W. J. Wilkes, Director
Office of Engineering

RECEIVED
STATE HWY ENGR
SEP 9 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

9-9-76
cy Klaboe
[illegible]

cy Patten
9-9-76

SUPERIOR
MACHINE PRODUCTS, INC
810 NORTH GRAHAM • P.O. BOX 12171 • PORTLAND, OREGON 97212 • 503/288-5766

August 18, 1976

Mr. W. J. Wilkes, Director
Office of Engineering
U. S. Department of Transportation
Federal Highway Administration
Washington, D.C. 20590

REF: HNG-10

Dear Mr. Wilkes:

Attached is a copy of the letter from the Columbia Region Association of Governments received in response to our request for involvement in the Impact Studies concerning the Greeley/Swan Island I-5 Freeway Ramp.

As we discussed in your office on June 9, 1976, we understood that CRAG would be responsible for the preliminary engineering and environmental impact studies. We are now somewhat confused since CRAG has disavowed any involvement in this project and has turned the responsibility over to the Oregon State Highway Division. We would appreciate any clarification that you can provide concerning this matter.

By way of carbon copy of this letter, we are requesting that Mr. Denny Miller of Senator Jackson's office also attempt to determine exactly which governmental agency will be responsible for the preliminary engineering and environmental impact studies on the Greeley/Swan Island I-5 ramp.

Sincerely yours,

William B. Bosch

William B. Bosch, Chairman
North Portland Citizens/Business Committee

cc: Mr. Denny Miller

Enc.

More than our name is SUPERIOR

9719

5

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

JUN 25 1976

IN REPLY REFER TO:
HNG-10

A and M Lift-Trucks
845 North Graham Street
Portland, Oregon 97227

Dear Sir:

President Ford has asked us to reply to your telegram of May 17 concerning a proposal by the Oregon Department of Transportation (ODOT) to construct additional ramps in the I-5/I-405 interchange in Portland, Oregon.

Although we are concerned about the operational effects these ramps as proposed would have on I-5 and have not recommended their final approval, we recognize that there is strong local interest in providing them and believe further study is needed. Accordingly, the Federal Highway Administration has recommended to its field offices and the ODOT that a preliminary engineering project be undertaken to study the environmental, safety, and operational impacts along with the design of the proposed ramps to North Greeley Avenue.

We expect the project will include an opportunity for public review and comment. We suggest that you furnish your comments and express your concerns to officials of the ODOT, Oregon State Highway Division, State Highway Building, Room 140, Salem, Oregon 97310.

Sincerely yours,

/s/ W. J. Wilkes

W. J. Wilkes, Director
Office of Engineering

cy Coulter 7-6 m

cy Bothman
Gary-[illegible]
[illegible] 7-6-76

NOTED:
F. B. KLARNE

RECEIVED
DOT OPERATIONS
JUL 6 '76
REFER TO
FOR

Info	News	R/D	D/R	Sign	Act	File

'23

DOT

The White House
Washington
976 MAY 17 PM 4 23

MMWHD015 412P EDT MAY 17 76 WAF139(1255)(2-033986E138)PD 05/17/7
ICS IPMRNCZ CSP
5032887061 POM TDRN PORTLAND OR 15 05-17 1255P EST
PMS PRESIDENT FORD
WASHINGTON DC 20500

WE URGE YOU NOT TO REVERSE SECRETARY COLEMANS DISAPPROVAL OF SWAN ISLAND FREEWAY ACCESS RAMP

A AND M LIFT-TRUCKS 845 NORTH GRAHAM ST PORTLAND OR 97227
NNNN

ACTION
Assigned
FAWA
8-10

56665

FORM [illegible] PRINTED BY THE STANDARD REGISTER COMPANY U.S.A.

9719

5

OREGON STATE
HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

AGENDA
JUN 29 1976
4f

DATE: June 18, 1976

TO: Oregon Transportation Commission

FROM: for H. S. Coulter
State Highway Engineer

SUBJECT: Federal Aid Urban System Project Requests

Presented for your consideration at the June 29 meeting will be three requests for approval of Urban System projects.

The City of Ashland submitted two project requests. One is a $112,000 project to widen and improve Grandview Street and Wimer Street. The other is a $40,000 traffic signal installation at the intersection of Mountain Avenue and the Rogue Valley Highway.

The City of Portland is requesting a $240,000 preliminary engineering project to study the feasibility of connecting North Greeley Avenue to I-5 at the East Fremont Interchange.

Federal Urban System funds for these projects are estimated at $305,760 with the State providing approximately $47,520 in matching funds and $38,720 being contributed by the involved unit of government.

These projects have been investigated and are eligible for funding under the Federal Aid Urban System program. I recommend your approval.

Att.

bc C. W. Head
R. A. Burco
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
R. N. Bothman
E. L. Hardt
A. Shirley, Jr.
L. W. Rulien
V. E. Skoog
D. N. Harwell
George Bell

Form 81-734-3123

CITY OF ASHLAND
Proposed Urban System Project

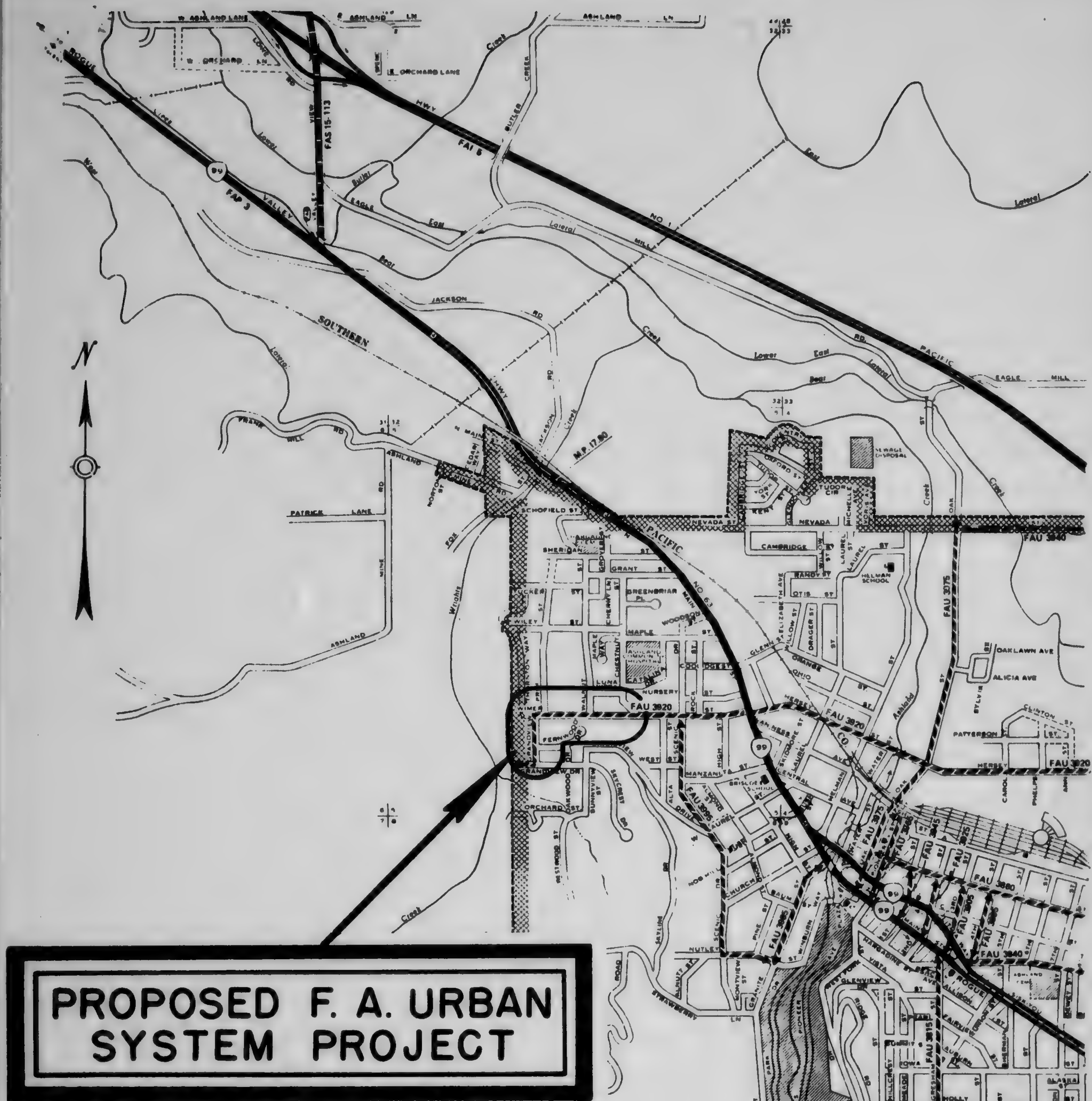
Grandview Dr.-Chestnut St. (Ashland) Section
Grandview St. and Wimer St., FAU 3920
Grade and Pave
0.36 mile
$112,000

This project involves widening and improving Grandview Street and Wimer Street to provide two travel lanes and parking.

Perform all necessary engineering.

Provide necessary storm drains.

76-f
6/16/76



PROPOSED F. A. URBAN SYSTEM PROJECT

N
ASHLAND
CROWSON HILL
W. ASHLAND LANE
E. ASHLAND LN
ASHLAND LN
W. ORCHARD LN
E. ORCHARD LANE
FAS 15-113
FAI 5
FAP 3
ROGUE VALLEY HWY
99
SOUTHERN PACIFIC
JACKSON RD
EAGLE MILL
Bear Creek
Butler Creek
Lower Eagle Lateral
Eagle Mill
M.P. 17.80
SEWAGE DISPOSAL
FAU 3840
FAU 3820
FAU 3875
FAU 3815
NEVADA ST
CAMBRIDGE
SCHOFIELD ST
SHERIDAN
GRANT ST
GREENBRIAR PL
MAPLE
WOODSON
NURSERY
FERNWOOD
ORCHARD ST
OAKLAWN AVE
ALICIA AVE
PATTERSON
HERSEY
CLINTON
CAROL
PHELPS
HELMAN SCHOOL
OTIS ST
RANDY ST
OHIO
ORANGE
MANZANITA ST
BRISCOE SCHOOL
CHURCH
NUTLEY
STRAWBERRY LN
GRANITE
PIONEER
GLENVIEW
HILLCREST
IOWA
HOLLY
MERRILL
ASHLAND
FORREST
CLARENCE LN
PATRICK LANE
FRANK HILL RD
Wrights Creek

9711

DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

ROBERT W. STRAUB
GOVERNOR

~~GEORGE M. BALDWIN~~
~~Director of Transportation~~

~~SAM R. HALEY~~
~~Deputy Director~~

June 3, 1976

The Honorable Robert Straub
Governor of Oregon
207 State Capitol
Salem, OR 97310

Dear Bob:

In response to your note of May 25, here are answers to your questions on the status of the North Greeley connection for the Swan Island truck traffic and on the status of mobile weighing scales being considered for Klamath Falls and Ontario. A copy of a memo from Mr. Glen Green, Division Administrator for the Federal Highway Administration regarding FHWA's position on the North Greeley connection on Oregon I-5 is attached.

The City of Portland requested preliminary engineering to proceed with the development of plans for the Greeley ramp connection project stemming from a task force effort, approval by CRAG and scheduling of the work under the Urban Systems Program. The Highway Division disapproved the original request and the initial plans were modified to satisfy the Highway Division. The Highway Division then approved the City's request and submitted a request to FHWA.

The FHWA Division Office, in consultation with the regional and Washington, D. C., offices, disapproved the Highway Division's request. The reasons for the disapproval were safety and efficiency related to the I-5 freeway. The City of Portland requested a review of the decision by Secretary Coleman, U. S. Department of Transportation, based upon an analysis of the corridor by OSHD and the need for the development of Swan Island.

Secretary Coleman has advised the City of Portland that the FHWA decision has been reconsidered and that planning will be approved to determine the environmental and safety impacts of the proposed project. FHWA has approved the study of alternatives for providing access to Swan Island, including additional access points to the I-5 freeway. The attached FHWA memo speaks on this point.

RECEIVED
STATE HWY ENGR
JUN 4 '76
REFER TO

FOR

Info	Inves	R/D	O/R	Sign	Act	File

cy Hamilton

As far as the mobile weighing question, the Port of Entry planning task force appeared before the Emergency Board on May 27 to request funding for construction of the Ontario port. The subcommittee directed that consideration be given to having the port constructed and/or operated by private industry and the planning task force is to report back on this to the Emergency Board subcommittee next month.

Preliminary work is under way for a facility at Klamath Falls. The Highway Division has investigated several possible sites. At the present time, PUC is conducting vehicle checks in the area to determine an approximate percentage of vehicles which would require services provided by such a facility. When this is completed, the size and scope of the operation can be more closely determined and construction and operating costs can be estimated. By the first of July, we should have the site tentatively selected and a preliminary estimate of cost. We will keep you further informed as this Emergency Board review is completed.

Sincerely,

Robert A. Burco
Director of Transportation

Attachment

bc: Fred Klaboe
H. S. Coulter ✓
Bob Bothman
Don Haakenson

RNB:RPH dn

#9719

5

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

MAY 26 1976

IN REPLY REFER TO:
HNG-11

Streimer Sheet Metal Works, Inc.
740 North Knott
Portland, Oregon 97227

Gentlemen:

This is in response to your April 6 telegram to Secretary of Transportation William T. Coleman, Jr., concerning a proposal to construct additional ramps in the I-5/I-405 interchange in Portland, Oregon.

Although we are concerned about the operational effects these ramps as proposed would have on I-5 and have not recommended their final approval, we do recognize the strong local interest in providing the ramps and believe further study is needed. Accordingly, the Federal Highway Administration is recommending to its field offices and the Oregon Department of Transportation that a preliminary engineering project be undertaken to study the environmental, safety, and operational impacts along with the design of the proposed ramps to North Greeley Avenue.

We expect the project described above will include an opportunity for public review and comment. We suggest that you furnish your comments and express your concerns to officials of the Oregon Department of Transportation, Oregon State Highway Division, State Highway Building, Room 140, Salem, Oregon 97310.

Sincerely yours,

/s/ W. J. Wilkes
W. J. Wilkes, Director
Office of Engineering

RECEIVED
DOT OPERATIONS
JUN 10 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

RECEIVED
STATE HWY ENGR
JUN 3 '76
REFER TO
FOR

Info	Inves	R/D	D:R	Sign	Act	File

ACTION
is assigned to
FHWA

D O T / OST

COASTGUARD WSH
WU WSH
TLXB034 WAE152(1333)(2-024562E097)PD 04/06/76 1333
ICS IPMRNCZ CSP
5032885269 POM TDRN PORTLAND OR 15 04-06 0133P EST
PMS HONORABLE WILLIAM T COLEMAN JR SECRETARY DEPT TRANSPORTATION
400 7 ST SOUTHWEST
WASHINGTON DC 20590
PROPOSED GREELEY SWAN ISLAND RAMP WOULD BE ONLY TEMPORARY SOLUTION AND UNSAFE WE URGE DISAPPROVAL

STREIMER SHEET METAL WORKS INC
740 NORTH KNOTT
PORTLAND OR 97227
NNNN

358A EST APR 07 76
WU WSH

COASTGUARD WSH

TLX 5/

9719

5

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

MAY 26 1976

IN REPLY REFER TO:
HNG-11

E. S. Constant Company
2643 North Albina Avenue
Portland, Oregon 97227

Gentlemen:

This is in response to your April 6 telegram to Secretary of Transportation William T. Coleman, Jr., concerning a proposal to construct additional ramps in the I-5/I-405 interchange in Portland, Oregon.

Although we are concerned about the operational effects these ramps as proposed would have on I-5 and have not recommended their final approval, we do recognize the strong local interest in providing the ramps and believe further study is needed. Accordingly, the Federal Highway Administration is recommending to its field offices and the Oregon Department of Transportation that a preliminary engineering project be undertaken to study the environmental, safety, and operational impacts along with the design of the proposed ramps to North Greeley Avenue.

We expect the project described above will include an opportunity for public review and comment. We suggest that you furnish your comments and express your concerns to officials of the Oregon Department of Transportation, Oregon State Highway Division, State Highway Building, Room 140, Salem, Oregon 97310.

Sincerely yours,

/s/ W. J. Wilkes

W. J. Wilkes, Director
Office of Engineering

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PMS HONORABLE WILLIAM T COLEMAN JR SECRETARY DEPT TRANSPORTATION
400 7 ST SOUTHWEST
WASHINGTON DC 20590
WE URGE DISAPPROVAL GREELEY SWAN ISLAND RAMP PROPOSAL UNSAFE AND ONLY TEMPORARY SOLUTION TO PROBLEM

E S CONSTANT CO
2643 NORTH ALBINA
PORTLAND OR 97227
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SUGGESTED ROUGH DRAFT FOR MR. BURCO'S SIGNATURE.

RECEIVED
MAY 28 1976
DOT Operations

May 28, 1976

The Honorable Robert W. Straub
Governor of Oregon
207 State Capitol
Salem, Oregon 97310

(Report from Bothman re Swan Island truck traffic.)

Dear Governor:

The Port of Entry planning task force appeared before the Emergency Board on May 27 to request funding for construction of the Ontario port. The subcommittee directed that consideration be given to having the port constructed and/or operated by private industry and the planning task force is to report back on this to the Emergency Board subcommittee next month, ~~concerning this.~~

Preliminary work is under way for a facility at Klamath Falls. The Highway Division has investigated several possible sites. At the present time, P.U.C. is conducting vehicle checks in the area to determine an approximate percentage of vehicles which would require services provided by such a facility. When this is completed, the size and scope of the operation can be more closely determined and construction and operating costs can be estimated. By the first of July, we should have the site tentatively selected and a preliminary estimate of cost.

MR.

orig to
Burco
5-28

RPH/dc

bc: F. B. Klaboe
H. S. Coulter
Don Haakenson (PUC)

RECEIVED
STATE HWY ENGR
MAY 28 '76
REFER TO
FOR

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TELEPHONED FROM BOTHMAN'S OFFICE 5-27

STATUS REPORT
GREELEY RAMP CONNECTION

The City of Portland requested preliminary engineering to proceed with the development of plans for this project stemming from a task force effort, approval by CRAG and scheduling of the work under the Urban Systems Program.

The Highway Division disapproved the original request and the initial plans were modified to satisfy the Highway Division. The Highway Division then approved the City's request and submitted a request to FHWA.

The FHWA Division Office, in consultation with the Regional and Washington, D.C. offices, disapproved the Highway Division's request. The reasons for the disapproval were safety and efficiency related to the I-5 freeway.

The City of Portland requested a review of the decision by Secretary Coleman, U. S. Department of Transportation, based upon an analysis of the corridor by OSHD and the need for the development of Swan Island.

Secretary Coleman has advised the City of Portland that the FHWA decision has been reconsidered and that planning will be approved to determine the environmental and safety impacts of the proposed project. FHWA will apparently approve the study of alternatives for providing access to Swan Island, including additional access points to the I-5 freeway.

A response from the FHWA Division Office should reach the OSHD on May 28.

RNB:srb

STATE OF OREGON
1859

ROBERT W. STRAUB
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

May 25, 1976

Mr. Robert Burco, Director
Department of Transportation
135 Highway Building
Salem, Oregon 97310

Dear Bob:

Please tell me the status of the North Greeley connection for the Swan Island truck traffic.

Also, the status of the mobile weighing scales being considered for Klamath Falls and Ontario.

Sincerely,

Bob
Governor

RWS:b

STATE HWY ENGR
MAY 26 '76
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Barkman - Hamilton
FOR

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Replied 5/27

R/W
ASAP

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MAY 26 1976
OFFICE
DIRECTOR of TRANSPORTATION

ING-6-17

THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

MAY 21 1976

Burco
KRAEGE

Honorable Neil Goldschmidt
Mayor of Portland
Portland, Oregon 97204

Dear Neil:

On February 24th you wrote requesting reconsideration of an earlier regional Federal Highway Administration (FHWA) disapproval of a proposal to connect an arterial street, North Greeley Avenue, to the Interstate freeway system at the interchange of I-5 and I-405 at the east end of the Fremont Bridge. I acknowledged your letter on March 26th and assigned the matter to FHWA Administrator Tiemann for a thorough review.

Interstate Route 5 in Portland was built some years ago with Federal-aid Interstate funds and is the only major north-south route serving the Pacific Northwest in the area. The route was designed on the assumption that other freeways would be built in the area to serve various transportation needs, but these other facilities have been abandoned, relocated, or deferred. For this and other reasons, the route is currently carrying a far greater volume of traffic than planned for, resulting in reduced operational safety and efficiency, as well as severe congestion at times.

I am impressed by your assessment that the construction of the requested ramps to North Greeley Avenue would stimulate the commercial and industrial development of Swan Island. I also note that this Swan Island development is designed to retain the central city's economic vitality, mitigate a pressure for urban sprawl with its accompanying energy inefficiency, and build upon your existing streets, utilities, and other capital investments; I note further that your particular proposal is designed to preserve the character of an old and well established inner-city residential neighborhood. Lastly, I'm impressed by the unanimity displayed by the City of Portland, the Swan Island Task Force, and Oregon State officials. As you know, it is the presumption of this Administration that state and local officials know the needs and desires of the community they represent better than Federal officials.

cy Bachman
5-21

RECEIVED
MAY 24 1976
OREGON DIVISION

I am certain however that you the earlier FHWA decision
~~I am certain, however, that you understand the earlier FHWA disapproval~~ was based upon grounds of safety and efficiency. Traffic relief for I-5 cannot be expected until I-205 to the east is constructed and opened to traffic; and FHWA believed that the construction of the proposed ramps would have adversely affected I-5 safety and efficiency.

However, after a thorough review of this matter by Governor Tiemann and his staff together with Assistant Secretary Roger Hooker and his Office of Intergovernmental Affairs, I am persuaded that additional weight should be accorded to the broader considerations you mentioned in your letter. Accordingly, Governor Tiemann is recommending to the Oregon Department of Transportation that a preliminary engineering project be undertaken to study, in cooperation with the FHWA field office, the environmental, safety, and operational impacts along with the design of the proposed ramps to North Greeley Avenue. If the access is determined to be acceptable, as I hope it will be, a construction schedule for the ramps and any needed improvement of I-5 should be developed which will be in concert with the completion of I-205.

I appreciate your bringing this matter to my attention and hope that the cooperative workings of this federal system of ours will develop for your community a solution that promotes the economic development of Portland and is, at the same time, efficient, safe, and environmentally sound.

Sincerely,

Bill

William T. Coleman, Jr.

cc: Ms. Connie McCready

THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

INC-626

MAY 21 1976

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Burco
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Ms. Connie McCready
Commissioner of Public Works
City Hall
Portland, Oregon 97204

Dear Ms. McCready:

This is in reply to your letter of April 8 regarding a request by the City of Portland and the Oregon Department of Transportation for approval to add ramps within the interchange of I-5 and I-405 to permit access to North Greeley Avenue and thereby contribute to the commercial and industrial development of Swan Island.

As you know, Mayor Neil Goldschmidt has also written me regarding this important matter. Enclosed is my reply to him which I would like to share with you since I believe it is responsive to your letter as well.

Both the Federal Highway Administration and my immediate office appreciate the opportunity to work with you and others in the City of Portland and the State of Oregon to see that the I-5 interchanges meet environmental, safety, and efficiency objectives as well as the broader objectives of greater employment, economic vitality, and full use of existing capital facilities. I want to express my appreciation to you and others for bringing this matter to my attention for reconsideration, and for your assistance in the constructive dialogue that should continue to occur.

Sincerely,

Bill

William T. Coleman, Jr.

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MAY 24 1976
From ICED-1
OREGON DIVISION

OFFICE OF THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

ASSISTANT SECRETARY

ING-619

May 21, 1976

C-HS Furn:
(Blasco)
(Klaboe)

Honorable Robert Duncan
U.S. House of Representatives
Washington, D.C. 20515

Dear Mr. Duncan:

Because of your continuing interest in the connection of an arterial street, North Greeley Avenue, to the Interstate freeway system at the interchange of I-5 and I-405 at the east end of the Fremont Bridge, I want to keep you advised of the results of the Department's reconsideration of this matter.

Enclosed are copies of letters which Secretary Coleman sent today to Mayor Neil Goldschmidt and Commissioner of Public Works Connie McCready indicating a determination on the part of this Department to attempt to resolve the problem without, of course, compromising Federal highway safety. In that connection, Federal Highway Administrator Tiemann is recommending that the State undertake a preliminary engineering project study, in cooperation with FHWA, of the interchange proposal. It is, as the letters indicate, our hope that the proposal will be found acceptable for we believe that state and local officials are best qualified to determine comprehensive local community needs.

Sincerely,

Robert J. Hooker, Jr.
Assistant Secretary for
Congressional and
Intergovernmental Affairs

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MAY 24 1976
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OREGON DIVISION

Identical letters to Senators Hatfield and Packwood

bcc: Gov. Tiemann
Harry Lindberg
Ray Warner
John Patton

9717

Form FHWA 121 (Rev. 5-73)

S

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 28, 1976

In reply refer to: 1041DA

SUBJECT: Oregon I-5-6(-)
N. Greeley Connections
East Fremont Interchange

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Our April 16 memorandum indicated that we were unable to approve your request for the addition of interchange ramps from N. Greeley Avenue to Interstate 5. Subsequent to that time a considerable amount of information has been supplied to our Washington office and a number of contacts have been made by Oregon Legislators and local officials.

On the basis of all of the information supplied we are now suggesting that you program a Preliminary Engineering project to study in depth the environmental, safety, and operational impacts of the proposed ramps to N. Greeley Avenue as well as the design of the ramps themselves. Included in this study should be a consideration of other alternatives, if any, which would solve the transportation problems in this area. Also included should be a consideration of the impacts of constructing these ramps prior to the completion of I-205. The results of these studies will then be evaluated to determine whether the new access points can be approved.

The Preliminary Engineering project to complete the above studies should be financed with other than Federal-aid Interstate funds.

As we previously indicated we are willing to work closely with you and the City of Portland in attempting to develop a satisfactory transportation solution to the problems in this area.

G Green
G. L. Green

6-1 cy Klaboe

NOTED
E. S. HUNTER

cc Bothman
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JUN 1 1976
DOT Operations

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

DEPART. NT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

Memorandum

DATE: April 16, 1976

In reply refer to: 1041DA

SUBJECT: Oregon Project I-5-6(-), Portland
Request for N. Greeley Ave. Connections to I-5
(OSHD ltrs: 12-24-75, Klaboe; 1-26-76, Versteeg; and 2-10-76, Hunter)

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

We have carefully reviewed the information which you submitted in support of the addition of interchange ramps from North Greeley Avenue to Interstate 5 in the city of Portland.

We are unable to approve your request. We have determined that construction of these ramps would adversely affect the safety and operations on I-5. Attached is a summary of our analysis.

The determination has been concurred in by our Regional and Washington, D.C. offices. In evaluating your request, we have taken into consideration all of the information provided, including the matter of the development of the Swan Island area and the situation on North Going Street - as well as the situation at the Interstate facility itself.

The Federal Highway Administration has received a considerable number of inquiries from your Congressional delegation, as well as from Portland officials. Each of these requests has been responded to as noted above.

Although we do not believe that the addition of the North Greeley Avenue ramps is an acceptable transportation solution to the Swan Island problem, we recognize the importance of Swan Island to Portland's economic base and the necessity for adequate access. We are therefore willing to work closely with you and the City of Portland in attempting to develop a satisfactory solution for the total transportation problem in the area.

G L Green

G. L. Green

Attachment
Summary

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ANALYSIS OF REQUEST FROM OREGON HIGHWAY DIVISION TO ADD A PAIR OF RAMPS TO EXISTING INTERSTATE 5 IN PORTLAND
"GREELEY RAMPS"

Background:

The Oregon Highway Division by letter of December 24, 1975 and February 10, 1976 submitted a request to FHWA for approval to add a pair of ramps to existing I-5 in Portland. The ramps are located in the middle of the interchange between I-5 and I-405 and are referred to as the Greeley ramps after their local street terminals with N. Greeley Avenue.

The stated transportation purpose of these ramps would be to improve accessibility to the Swan Island Industrial Park through an increase in highway capacity and to reduce the noise problem on Going Street from the large volume of heavy trucks which are generated by the industrial park during all hours of the day. Current daily truck volumes are 1200 to 1400 trucks in one direction. Access between Swan Island and I-5 south of Portland was restricted 2 years ago by the closure of Harbor Drive. That facility formerly provided high type access as an alternative to Going Street.

The broader purpose for the Greeley ramps is to permit expansion of Swan Island. The enclosed report entitled, "Swan Island Transportation Study" describes possible expansion. The Swan Island Industrial Park currently provides 6000 jobs and the consultant estimates over 13,000 jobs could ultimately be provided with full development.

The importance of Swan Island to Portland's economic base is clear and explains the general feeling by local and State groups and agencies that addition of the Greeley ramps transcends any purely technical transportation issues.

The following evaluations concentrate on the technical transportation issues of safety, capacity, and briefly on environmental tradeoffs.

Proposed Design:

The proposed Greely entrance ramp is shown on the attached layout sheet. It involves several factors which have a critical bearing on safe operations:

1. It will have major use by heavy trucks.
2. The ramps involve approximately 750 feet of 6% adverse grade before physically joining the directional I-405 ramp. A typical design truck using AASHO Blue Book performance would be at crawl speed (about 8 mph) at the point the ramps physically join. At higher volumes of mixed vehicles, the traffic could be expected to enter the freeway in slugs as slow moving trucks retard free flow.
3. The ramp is introduced as a connection to a directional freeway ramp immediately preceding (400 feet) the merging of two freeways and about 2200 feet in advance of a local exit ramp to Broadway Street. An existing simple weaving section becomes a complex multiple weaving section.

The proposed exit ramp is introduced 800 feet beyond the junction between I-5 and I-405. To sign such an additional exit would add complexity to signing of both the freeway to freeway junction and the additional local connection. This added complexity increases the potential for driver error and confusion. The first advance sign for the major junction is currently at 3/4 mile because of space limitations.

The additional exit would result in a multiple weaving section on the affected Northbound segment of I-5.

Traffic Base & Analysis:

The State's evaluation concludes that the increased traffic in 1996 with Swan Island expanded to "Phase One" could be accommodated at level of service "D". An auxilliary lane extended beyond the Broadway exit is recommended. Some of the traffic assignment assumptions include completion of I-205 and I-505 (now several years in the future) and a major shift to work trips by transit. The State's analysis does not place major emphasis on the numbers and operating characteristics of heavy trucks at the on-ramp.

Current peak hour traffic volumes on I-5 between Going Street and NE Broadway averaged 1600 mixed vehicles per lane on the higher volume 2 lane sections. Under existing conditions recurrent congestion with traffic stoppages occur on I-5 southbound lanes during peak periods and with some lesser frequency in the northbound lanes. Various bottlenecks in the system contribute to this congestion.

Going Street:

The high volumes of traffic and especially heavy trucks on Going Street have caused major complaints from adjoining neighborhoods. Recently heavy trucks to and from the south have been routed away from Going Street during late night hours.*

The State's analysis indicates traffic noise would be reduced on Going Street by addition of the Greeley ramps, but FHWA noise standards could not be achieved. For example, trucks destined to the north would still use Going Street to avoid major indirection. Increased noise would result from increased development.

Conclusion:

From the above overview, three conclusions are indicated:

1. The addition of the Greeley ramps has significant adverse safety implications on I-5 and particularly at the entrance ramp. There are not specific means to quantify this safety issue, but the indicators are
   (a) heavy volumes of large trucks at slow speed;
   (b) complex merging and weaving maneuvers;
   (c) heavy general traffic volumes.

   As a secondary safety issue the Greeley ramps would constitute a partial interchange which is contrary to the recommendation in the basic safety reference, "Highway Design and Operational Practices Related to Highway Safety".

*A recent injunction has delayed this action

There are adverse safety implications at the exit ramp which would be introduced 800 feet beyond the junction of I-5 and I-405.

2. It is highly improbable that I-5 can accommodate any significant increase in current traffic volumes without severely increasing major congestion. Congestion with stoppages are recurrent in the southbound lanes and also occur in the northbound lanes during peak periods. Major improvements to access facilities between Swan Island and I-5 do little in addressing the major issue of increased highway capacity or the ability to move the higher peak hour volumes generated by increased development. Relief to existing I-5 traffic in the form of increased work trips by transit and the completion of such facilities as I-205 and I-505 are several years in the future.

   Increased congestion on the freeway would be expected to have a net adverse affect on efforts to improve air quality and conserve energy.

3. The Greeley ramps would provide a direct alternate routing for trucks to the south and thereby reduce noise on Going Street. It is not indicated that an acceptable noise environment will result because of this project.

9719

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U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

MAY 27 1976

IN REPLY REFER TO:
HNG-11

RECEIVED
STATE HWY ENGR
JUN 3 '76
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Mr. Lloyd Anderson
Executive Director
Port of Portland
P.O. Box 3529
Portland, Oregon 97208

Dear Mr. Anderson:

Your letter of April 19 to Secretary of Transportation William T. Coleman, Jr., has been referred to the Federal Highway Administration (FHWA) for reply. You support a request by the Oregon Department of Transportation for approval to add ramps within the interchange of I-5 and I-405 to permit access to North Greeley Avenue and thereby improve the access to expanded commercial and industrial development on Swan Island.

Interstate Route 5 in Portland was built some years ago with Federal-aid Interstate funds and is the only major north-south route serving the Pacific Northwest in the area. The route was designed on the assumption that other freeways would be built in the area to serve various transportation needs, but these other facilities have been abandoned, relocated, or deferred. For this and other reasons, the route is currently carrying far greater volumes of traffic than planned for, resulting in reduced operational safety and efficiency, as well as severe congestion at times.

The construction of the requested ramps to North Greeley Avenue would undoubtedly stimulate the commercial and industrial development of Swan Island and increase traffic on I-5. Traffic relief for I-5 cannot be expected until I-205 to the east is constructed and opened to traffic. Further, the FHWA believes that the construction of the ramps as proposed would have an adverse effect on the safety and efficiency of I-5.

Although we appreciate the desires of the Port of Portland to further develop Swan Island and commend it for initiating a study to provide satisfactory transportation for Swan Island, we believe that it would be premature to approve the addition of these ramps to North Greeley Avenue in the I-5/I-405 interchange at this time. We are recommending to our field offices and the Oregon Department of Transportation that a preliminary engineering project be undertaken to study the environmental, safety, and operational impacts along with the design of the proposed ramps to North Greeley Avenue. We are also recommending that, if the access is determined to be acceptable, a construction schedule for the ramps and any needed improvement of I-5 should be developed which will be in concert with the completion of I-205.

Sincerely yours,

/s/ W. J. Wilkes
W. J. Wilkes, Director
Office of Engineering

ACTION

CONTROL NO.

496671

SIRS S.O.

Port of Portland

Box 3529 Portland, Oregon 97208
503/233-8331
TWX: 910-464-6151

April 19, 1976

The Honorable William T. Coleman, Jr.
Secretary of Transportation
U. S. Department of Transportation
Washington, D. C. 20001

Dear Secretary Coleman:

I am writing concerning the proposed City of Portland project to connect N. Greeley Avenue to the I-5 freeway. Given the substantial benefits associated with the access to be provided by the ramps and the firm local and state support of the project, the Port urges your approval of the project request.

General Background

A primary purpose of the Greeley ramp project is to provide access to the Port of Portland's developing Swan Island Industrial Park. The project is a key element of the recommendations of the 1975 Swan Island Transportation Study which was endorsed by the Port Commission last November. Your office has a copy of this study. The recommendations of the study will accommodate full development of the industrial park. The recommendations include roadway, transit and policy improvements.

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Attached to this letter is a brief summary of information concerning Swan Island Industrial Park. The industrial park, roughly one-half developed in terms of acreage and projected employment, contributes substantial benefits in terms of jobs and taxes, and performs an important role in the economic growth and diversity of the region. It is in close proximity to a district having the highest unemployment in the metropolitan area. Access improvements, such as the Greeley/I-5 ramps, are required if the Portland region is to accrue the benefits from a fully developed Swan Island.

U.S. DEPT OF TRANSPORTATION
22 PM 3:23

Project Benefits

Briefly, I would like to further outline some of the major reasons for the Port's support of the Greeley ramp project.

o Portland's economic strength as a distribution center continues to grow. A 1975 survey conducted by Handling and Shipping magazine ranks Portland as the eleventh highest city in the United States in terms of distribution locations (Handling and Shipping, November, 1975). This compares to a nationally ranked position of 16 in their 1965 survey.

Swan Island Industrial Park has played an important role in this growth. Major truckline firms located at Swan Island such as Pacific Intermountain Express, ONC Motor Freight System, System 99, Interstate Motor Lines, Silver Eagle Freightline and the Freightliner Corporation sales and truck manufacturing plant contribute to over one-half of the present employment level at the industrial park.

o The Port of Portland's Swan Island Ship Repair Yard is another major element of the activities of the industrial park. The ship repair yard already accounts for the inflow of $30 million a year of outside money from shipowners to the local economy through payrolls and subcontracts with firms located in the tri-county area. A proposal for a new dry dock and support facilities at the ship repair yard which is under consideration by the Port Commission, would boost this impact to well above $50 million annually. The proposed ship repair yard expansion, a project of national significance, would cost $86 million and be financed by general obligation bonds. Debt service would be paid by an increase in local property taxes. The ship repair yard contributes to the growth and utilization of the most energy efficient mode of transportation for many products.

At the present time, the only direct access from Swan Island to I-5 is via N. Going Street. The Greeley ramp project would provide substantial relief to the residential neighborhoods adjacent to N. Going Street. Since a majority of Swan Island truck traffic is to and from the south, the Greeley ramps would eliminate a good share of the nighttime truck traffic on N. Going; a major concern of the adjacent neighborhoods.

The existing access system could accommodate the projected employment increase associated with the proposed ship repair yard expansion, but if the Greeley ramp project is not provided:

- Full development of the entire industrial park would still be in question.

The Port staff has recommended that the proposed ship repair yard expansion be financed by a general obligation bond issue to be put before the voters in November of this year. Citizen representatives, who continue to serve on the city's Swan Island Task Force, have indicated that the very important economic benefits of the ship repair yard expansion should not be clouded by a delay in the implementation of the Greeley ramps. As will be discussed below, the Greeley ramp project and the other recommendations of the 1975 Swan Island Transportation Study have a broad base of local support. The Port urges swift federal approval of the Greeley project so the issue of access to Swan Island can be resolved, and will not cloud the regional economic benefits associated with the proposed ship repair yard expansion.

o In addition to serving Swan Island proper, the Greeley ramps will also provide additional access to the Union Pacific rail yards adjacent to the industrial park. This rail yard includes a TOFC-COFC facility and employs approximately 875 workers.

o The Greeley project has a broad base of local support. The City of Portland's Swan Island Task Force, which endorsed the recommendations of the Swan Island Transportation Study, is made up of representatives from the City of Portland, firms of Swan Island, the trucking industry, railroads, Tri-Met (the local transit operator), citizen groups, the Oregon State Highway Division and the Port.

Providing financially feasible access to a fully developed Swan Island, taking into account the adjacent neighborhoods on N. Going Street, has long been a concern of the groups represented on the Swan Island Task Force. The recommendations of the Swan Island Transportation Study, which includes roadway and policy and transit improvements, were endorsed by the Task Force last October. It was recognized that Swan Island, because of its location close to the central business district, provides the City of Portland with an opportunity to promote local, state and federal, energy and urban conservation goals.

The recommendations of the Swan Island Transportation Study are interdependent and the Greeley ramp project is an important element of the recommendations. This letter does not address the operational aspects of the project, but the Port has been assured by state and local officials and engineers that the questions raised by the regional FHWA office concerning the ramps can be adequately addressed in the engineering and design of the project. The years of local and state cooperation, which finally resulted in the Task Force endorsement of the Swan Island Transportation Study, should be taken into account by your office in your review of the Greeley ramp project.

Given the substantial benefits associated with the access to be provided by the Greeley ramps and the firm local and state support of the project, the Port urges your approval of the project request. If you feel additional discussion of the project's benefits is warranted, a personal visit to your office by Port and other local officials can be arranged at your convenience.

Sincerely,

Lloyd Anderson

Lloyd Anderson
Executive Director

cc: Norbert T. Tiemann, FHWA
Oregon Congressional Delegation
Governor Straub
Members, City Council
Members, Swan Island Task Force
Port Commissioners

P19D

SWAN ISLAND INDUSTRIAL PARK

Swan Island Industrial Park includes approximately 600 acres of prime industrial land in the center of the metropolitan region. Swan Island's transportation and distribution firms perform an important role in the economic growth and diversification of the Portland area. Following is information related to the overall economic activity at the industrial park.

ACREAGE

o Sold, leased or Ship Repair Yard	300 acres
o Marketable	
- Land preparation complete	100 acres
- Land preparation incomplete	50 acres
- Mocks Bottom (land preparation not yet begun)	145 acres
TOTAL	595 acres

PORT INVESTMENT

- Investment to date - Since 1921, an estimated $22.5 million in original costs has been invested by the Port at Swan Island for the land purchase and preparation, and existing roadways, utilities and Port facilities. In today's dollars this figure would be well over $50 million.
- Future investment - An estimated $7 million will be invested by the Port to complete land preparation at Swan Island. In addition, the construction of a new dry dock and berthing facilities at the Swan Island Ship Repair Yard at an estimated cost of $78 million is presently under consideration by the Port Commission.

PRIVATE INVESTMENT

The Multnomah County assessed valuation of the real property (land and improvements) of Swan Island tenants is approximately $42 million. This does not include an assessed valuation for personal property of the tenants.

TAXES

Based upon an assessed valuation of $42 million and the tax rate at Swan Island of $28.65 per $1,000, the present tenants contributed $1.2 million in real property taxes last year.

EMPLOYMENT

- Present employment - Approximately 6,000 people are employed at Swan Island Industrial Park. This includes roughly 1,500 employees at the Swan Island Ship Repair Yard.
- Future employment - It is projected that full development of the industrial park would result in an additional 7,000 employees for a total of 13,000 employees.

PAYROLL

- The Swan Island Ship Repair Yard already accounts for the inflow of $30 million a year from world shipowners to the local economy through payrolls and sub-contracts with firms located throughout the tri-county area. The new dry dock under consideration by the Port Commission would boost this impact well above $50 million annually.
- For the remainder of the industrial park, over $50 million in direct payrolls is accrued by employees at Swan Island.

TRANSPORTATION DEVELOPMENT PROGRAM

The recently completed 1975 Swan Island Transportation Study recommends a set of roadway and transit improvements to accommodate the employment level associated with full development of the industrial park. In terms of acreage and projected employment, Swan Island Industrial Park is one-half developed. Thus, at full development the estimated community benefits would be:

Projected Level with Full Development

- Employment - 13,000
- Real Property Taxes - $2.4 million
- Payrolls - over $150 million

The Greeley/I-5 ramp project is a key element of the transportation development program for Swan Island. If access improvements are not implemented and development is restrained, many of the benefits associated with full development will not be achieved.

P2D

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U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

MAY 26 1976

IN REPLY REFER TO:
HNG-11

Mr. Steve Roso
President
North Portland Citizens Committee
8213 North Denver Avenue
Portland, Oregon 97217

Dear Mr. Roso:

This is in response to your April 15 letters to Secretary of Transportation William T. Coleman, Jr., and Federal Highway Administrator Norbert T. Tiemann, cosigned by Mr. Si Stanich and Ms. Barbara Jaeger, regarding the proposal to add ramps to the I-5/I-405 interchange in Portland, Oregon, to permit a connection to North Greeley Avenue.

We appreciate your desire to expand industry and increase employment in the Swan Island area, as well as the work your committee has done to improve transportation in and to the area. However, we continue to be concerned about the adverse effects the proposed ramps would have on the safety and operation of I-5, which was built largely with Federal funds and is the only major north-south route in the area at this time.

The Federal Highway Administration (FHWA) is recommending to its field offices and the Oregon Department of Transportation that a preliminary engineering project be undertaken to study the environmental, safety, and operational impacts along with the design of the proposed ramps to North Greeley Avenue. The FHWA is also recommending that, if the access is determined to be acceptable, a construction schedule for the ramps and any needed improvement of I-5 should be developed which will be in concert with the completion of I-205.

Sincerely yours,

/s/ W. J. Wilkes

W. J. Wilkes, Director
Office of Engineering

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FOR
Info Inves R/D D/R Sign Act File

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B. KLABOE

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8213 N. Denver Avenue
Portland, Oregon 97217

ACTION
FHWA
CONTROL NO.
496796
SIRS S-10

April 15, 1976

William T. Coleman Jr.
U.S. Secretary of Transportation
Department of Transportation
Washington D.C. 20590

Dear Mr. Coleman:

The North Portland Citizens Committee requests your support in obtaining funding for the ramp connection to Interstate Freeway #5 and North Greeley Street. We became involved in the issue of access to Swan Island because of the impact of industrial traffic on the neighborhood. We believe that the present economic base and the future of Swan Island are important to the entire Portland metropolitan region.

The issue of more traffic on the freeway, as pointed out by Glen Greene, seems to be an absurd point if you take into consideration other developments along I-5 that have expanded using existing ingress and egress. The proposed project would not congest the existing access area, but would tend to have the opposite effect. The obvious relief to Going Street and the surrounding neighborhood that the new access would afford must be one of the first considerations. Entrance speed onto the freeway was another concern expressed. To those of us who must use the freeway daily this seems to be a little ridiculous. Actual versus theory is always debateable, and this particular freeway has consistently ignored theories.

As participants in the Swan Island Task Force, we addressed a wide variety of alternatives and gained an insight into the impact that the industrial development on Swan Island has had and will have if that development is not impeded by lack of access to the freeway. The implication that the Task Force looked only at a small area is both untrue and unwarranted. The membership of the Task Force should be taken into consideration before such judgments are made. It would be difficult to find a more diversified group of people working together toward mutual goals. The individual members did not try nor would they have been allowed the privilege of forcing a narrow point of view.

NPCC is concerned about the entire North Portland area and will continue to work for solutions to problems that are acceptable to all the parties concerned.

Sincerely,

Si Stanich
Swan Island Task Force
Overlook - NPCC

Barbara Jaeger
Swan Island Task Force
Planning Committee, NPCC

Steve Roso
President
NPCC

NORTH PORTLAND CITIZENS COMMITTEE
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8213 N. Denver Avenue
Portland, Oregon 97217

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April 15, 1976

Norbert T. Tiemann
Administrator
Federal Highway Administration
Washington D.C.

Dear Mr. Tiemann:

The North Portland Citizens Committee requests your support in obtaining funding for the ramp connection to Interstate Freeway #5 and North Greeley Street. We became involved in the issue of access to Swan Island because of the impact of industrial traffic on the neighborhood. We believe that the present economic base and the future of Swan Island are important to the entire Portland metropolitan region.

The issue of more traffic on the freeway, as pointed out by Glen Greene, seems to be an absurd point if you take into consideration other developments along I-5 that have expanded using existing ingress and egress. The proposed project would not congest the existing access area, but would tend to have the opposite effect. The obvious relief to Going Street and the surrounding neighborhood that the new access would afford must be one of the first considerations. Entrance speed onto the freeway was another concern expressed. To those of us who must use the freeway daily this seems to be a little ridiculous. Actual versus theory is always debateable, and this particular freeway has consistently ignored theories.

As participants in the Swan Island Task Force, we addressed a wide variety of alternatives and gained an insight into the impact that the industrial development on Swan Island has had and will have if that development is not impeded by lack of access to the freeway. The implication that the Task Force looked only at a small area is both untrue and unwarranted. The membership of the Task Force should be taken into consideration before such judgments are made. It would be difficult to find a more diversified group of people working together toward mutual goals. The individual members did not try nor would they have been allowed the privilege of forcing a narrow point of view.

NPCC is concerned about the entire North Portland area and will continue to work for solutions to problems that are acceptable to all the parties concerned.

Sincerely,

Barbara Jaeger
Steve Roso

Si Stanich
Swan Island Task Force
Overlook - NPCC

Barbara Jaeger
Swan Island Task Force
Planning Committee, NPCC

Steve Roso
President
NPCC

cc: Senator Bob Packwood
Senator Mark Hatfield

9-7-19

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ASSISTANT SECRETARY

OFFICE OF THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

May 21, 1976

Honorable Robert Duncan
U.S. House of Representatives
Washington, D.C. 20515

Dear Mr. Duncan:

Because of your continuing interest in the connection of an arterial street, North Greeley Avenue, to the Interstate freeway system at the interchange of I-5 and I-405 at the east end of the Fremont Bridge, I want to keep you advised of the results of the Department's reconsideration of this matter.

Enclosed are copies of letters which Secretary Coleman sent today to Mayor Neil Goldschmidt and Commissioner of Public Works Connie McCready indicating a determination on the part of this Department to attempt to resolve the problem without, of course, compromising Federal highway safety. In that connection, Federal Highway Administrator Tiemann is recommending that the State undertake a preliminary engineering project study, in cooperation with FHWA, of the interchange proposal. It is, as the letters indicate, our hope that the proposal will be found acceptable for we believe that state and local officials are best qualified to determine comprehensive local community needs.

Sincerely,

Roger

Roger W. Hooker, Jr.
Assistant Secretary for
Congressional and
Intergovernmental Affairs

RECEIVED
STATE HWY ENGR
JUN 2 '76
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Identical letters to Senators Hatfield and Packwood

bcc: Gov. Tiemann
Harry Lindberg
Ray Warner
John Patton

THE SECRETARY OF TRANSPORTA
WASHINGTON, D.C. 20590

MAY 21 1976

Honorable Neil Goldschmidt
Mayor of Portland
Portland, Oregon 97204

Dear Neil:

On February 24th you wrote requesting reconsideration of an earlier regional Federal Highway Administration (FHWA) disapproval of a proposal to connect an arterial street, North Greeley Avenue, to the Interstate freeway system at the interchange of I-5 and I-405 at the east end of the Fremont Bridge. I acknowledged your letter on March 25th and assigned the matter to FHWA Administrator Tiemann for a thorough review.

Interstate Route 5 in Portland was built some years ago with Federal-aid Interstate funds and is the only major north-south route serving the Pacific Northwest in the area. The route was designed on the assumption that other freeways would be built in the area to serve various transportation needs, but these other facilities have been abandoned, relocated, or deferred. For this and other reasons, the route is currently carrying a far greater volume of traffic than planned for, resulting in reduced operational safety and efficiency, as well as severe congestion at times.

I am impressed by your assessment that the construction of the requested ramps to North Greeley Avenue would stimulate the commercial and industrial development of Swan Island. I also note that this Swan Island development is designed to retain the central city's economic vitality, mitigate a pressure for urban sprawl with its accompanying energy inefficiency, and build upon your existing streets, utilities, and other capital investments; I note further that your particular proposal is designed to preserve the character of an old and well established inner-city residential neighborhood. Lastly, I'm impressed by the unanimity displayed by the City of Portland, the Swan Island Task Force, and Oregon State officials. As you know, it is the presumption of this Administration that state and local officials know the needs and desires of the community they represent better than Federal officials.

I am certain, however, that you understand the earlier FHWA disapproval was based upon grounds of safety and efficiency. Traffic relief for I-5 cannot be expected until I-205 to the east is constructed and opened to traffic; and FHWA believed that the construction of the proposed ramps would have adversely affected I-5 safety and efficiency.

However, after a thorough review of this matter by Governor Tiemann and his staff together with Assistant Secretary Roger Hooker and his Office of Intergovernmental Affairs, I am persuaded that additional weight should be accorded to the broader considerations you mentioned in your letter. Accordingly, Governor Tiemann is recommending to the Oregon Department of Transportation that a preliminary engineering project be undertaken to study, in cooperation with the FHWA field office, the environmental, safety, and operational impacts along with the design of the proposed ramps to North Greeley Avenue. If the access is determined to be acceptable, as I hope it will be, a construction schedule for the ramps and any needed improvement of I-5 should be developed which will be in concert with the completion of I-205.

I appreciate your bringing this matter to my attention and hope that the cooperative workings of this federal system of ours will develop for your community a solution that promotes the economic development of Portland and is, at the same time, efficient, safe, and environmentally sound.

Sincerely,

Bill

William T. Coleman, Jr.

cc: Ms. Connie McCready

THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

MAY 21 1976

Ms. Connie McCready
Commissioner of Public Works
City Hall
Portland, Oregon 97204

Dear Ms. McCready:

This is in reply to your letter of April 8 regarding a request by the City of Portland and the Oregon Department of Transportation for approval to add ramps within the interchange of I-5 and I-405 to permit access to North Greeley Avenue and thereby contribute to the commercial and industrial development of Swan Island.

As you know, Mayor Neil Goldschmidt has also written me regarding this important matter. Enclosed is my reply to him which I would like to share with you since I believe it is responsive to your letter as well.

Both the Federal Highway Administration and my immediate office appreciate the opportunity to work with you and others in the City of Portland and the State of Oregon to see that the I-5 interchanges meet environmental, safety, and efficiency objectives as well as the broader objectives of greater employment, economic vitality, and full use of existing capital facilities. I want to express my appreciation to you and others for bringing this matter to my attention for reconsideration, and for your assistance in the constructive dialogue that should continue to occur.

Sincerely,

William T. Coleman, Jr.

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U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

MAY 3 1976

IN REPLY REFER TO:
HNG-11

NOTED
E. S. HUNTER

Honorable Bob Packwood
United States Senate
Washington, D.C. 20510

Dear Senator Packwood:

This is in response to your communication of April 14 to the Department of Transportation, which was referred to the Federal Highway Administration for reply. You furnished a copy of a letter dated April 8 from Commissioner of Public Works Connie McCready to Secretary of Transportation William T. Coleman, Jr., supporting the construction of ramps in the I-5/I-405 interchange to connect with North Greeley Avenue in Portland, Oregon.

Commissioner McCready's letter to Secretary Coleman is presently under review within the Department of Transportation. We will reply further to you when this review is completed.

Sincerely yours,

/s/ W. J. Wilkes

W. J. Wilkes, Director
Office of Engineering

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Enclosure:
Transmitted Correspondence

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RECEIVED
MAY 10 1976
OREGON DIVISION

CONNIE McCREADY
COMMISSIONER

DEPARTMENT OF
PUBLIC WORKS

CITY OF PORTLAND
OREGON

April 8, 1976

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STATE HWY ENGR
MAY 12 '76
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FOR

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William T. Coleman, Jr.
U. S. Secretary of Transportation
Department of Transportation
Washington, D. C.

Dear Mr. Coleman:

The City of Portland has proposed an additional connection to Interstate Freeway I-5, at North Greeley Avenue. The Oregon State Highway Department has approved this connection, but I understand that the regional office of the Federal Highway Administration has recommended against its approval.

For the City of Portland, the factors involved in the final decision on this matter go far beyond simple traffic considerations. I am writing to ask that these factors be given serious consideration when the matter is reviewed by the appropriate staffs in Washington.

Portland is developing the Swan Island Industrial Park close to the center of our city. The connection to I-5 is proposed to serve this industrial park adequately. If we do not obtain approval for the access, the industrial area will not develop and the resulting economic losses will be disastrous to our city. We will lose 7,000 jobs. Millions of dollars already invested in land development and in road, rail and water transportation will be wasted and the land and facilities seriously under-utilized. Much of the expected economic activity will then occur in the suburbs and will require additional investment in utility and transportation facilities.

The Swan Island Industrial Park is adjacent to a low and moderate income residential area which contains a high percentage of minority population. These Portland citizens are among the hardest hit by the current economic decline and need jobs close to their residential community.

I think it is now commonly understood that the economic vitality of our central cities is of paramount public importance. The policy expressed by President Ford is to support and encourage this vitality. For Portland, the Swan Island development means more than 70 million dollars in payroll and 42 million dollars in additional cash flow. It also means about 3 million dollars in new taxes for the City. We know you are familiar not only with the economic value of retaining jobs in our cities, but also with the environmental and energy considerations. A copy of an economic paper prepared by the staff of the Port of Portland is attached and contains more detailed information.

It seems to me undesirable that sensible public policy now demands the development of the Swan Island Industrial Park. We have looked at a lot of options for providing adequate access and concluded that the freeway connection at North Greeley Avenue is absolutely critical. The State Highway Department concurs in this opinion and your regional office has offered no alternate suggestions.

The proposed highway connection is somewhat unique among public projects. There is overwhelming support from all segments of our community. It is supported by all of the business and industrial interests. It is supported by all of the labor unions. It is supported by the local neighborhood associations. It is supported by associations of minority citizens. It is supported by all elected officials in the City and the State. Indeed, the only opposition to the project is lodged with the engineers in the Federal Highway Administration.

As with any project, there are problems that need to be solved. The FHWA has raised several. First, they say there is a technical safety problem. However, our city engineers and the State engineers advise us that this problem can be resolved. I am sure there can be an adequate engineering solution if your office establishes a basic policy of providing adequate access to the industrial area. Second, there is an objection to increased congestion on I-5. However, if the alternative is the development of these jobs in the suburbs, the ultimate congestion on I-5 will be much greater, as will the effect on the environment and the cost of providing a solution.

It distresses me to see that the FHWA is in the process of approving an additional interchange on this same I-5 freeway just outside of Portland to serve a suburban shopping center. Not only is such highway access policy discouraging development in the inner city, it is actively encouraging development in the suburbs. The result can only be increased traffic and increased congestion.

Because of the unique importance this freeway access has for the City of Portland, we ask you to allow us to present our case to the Federal Highway Administration and the Department of Transportation in person prior to a final decision on our request.

I look forward to your early reply.

Sincerely,

Connie McCready

Connie McCready
Commissioner of Public Works

CM:bm

Enclosure

cc: Senator Mark O. Hatfield
Senator Bob Packwood
Congressman Robert B. Duncan
Norbert T. Tiemann, Administrator
Federal Highway Administration

RECEIVED
FEDERAL HIGHWAY ADMIN.
MAY 5 - 1976
REGION 3, PA. DIVISION
HARRISBURG, PENNSYLVANIA

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U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

APR 12 1976
IN REPLY REFER TO:
HNG-10

Mr. William B. Bosch
Chairman
North Portland Citizens/Business Committee
P.O. Box 12171
Portland, Oregon 97212

NOTED
E. S. HUNTER

Dear Mr. Bosch:

Your letter of March 24, 1976, to Secretary of Transportation William T. Coleman, Jr., has been referred to the Federal Highway Administration (FHWA) for reply. You oppose the request by the Oregon Department of Transportation for approval to add ramps within the interchange of I-5 and I-405 to permit access to Greeley Avenue and thereby improve the access to expanded commercial and industrial development on Swan Island.

We have completed our review of the State's proposal on this matter. Through the normal channels, we are advising the State that we cannot approve this addition of ramps to Greeley Avenue in the I-5/I-405 interchange at this time. The construction as proposed would seriously and adversely affect the safety and efficiency of I-5, as shown by experience nationwide.

We have, however, commended Portland for its efforts to stimulate and revitalize the central city area and for its study to provide satisfactory transportation for Swan Island. The FHWA will work with the State and city to find a means of improving access to Swan Island which is mutually satisfactory to the city, State, and Federal Governments.

Thank you for expressing your views on this matter.

Sincerely yours,

/s/ W. J. Wilkes

W. J. Wilkes
Director, Office of Engineering

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810 NORTH GRAHAM • P.O. BOX 12171 • PORTLAND, OREGON 97212 • 503/288-5766

March 24, 1976

The Honorable William T. Coleman, Jr.
Secretary, Department of Transportation
400 Seventh Street, S. W.
Washington, D. C. 20590

Dear Mr. Secretary:

We are writing in regard to the proposed Greeley/Swan Island access to Interstate 5 (I-5) that has been submitted by the Oregon State Highway Department for approval to begin initial engineering and design.

We understand that both the Divisional and Regional Offices of the Federal Highway Administration have recommended disapproval of this project. As an interested group of citizens and business leaders from the North Portland community, we also very strongly urge you to disapprove this project.

As with the District and Regional Offices of the Federal Highway Works Administration, we believe that the maximum number of access ramps in this area are already overloading the freeway and to add another ramp would compound the congestion currently being experienced on I-5 at the proposed location.

Another objection to the proposed ramp is the lack of study to determine the impact it would have in the North Portland area as related to its citizens and business community.

We do not believe denial of this ramp will adversely effect the business development of Swan Island inasmuch as it will eventually be necessary to further develop Going Street to handle the main traffic volume from Swan Island.

Proposed construction of the Greeley/Swan Island ramp is contrary to present plans to encourage the development of Tri-Met Mass Transit. Because the City of Portland is encouraging mass transit areas, we believe this also offers an excellent alternative to meeting the future traffic needs of Swan Island.

We sincerely appreciate your consideration of this matter and do not hesitate to contact us if you have any questions.

Respectfully yours,

NORTH PORTLAND CITIZENS/BUSINESS COMMITTEE

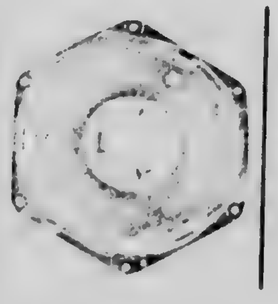
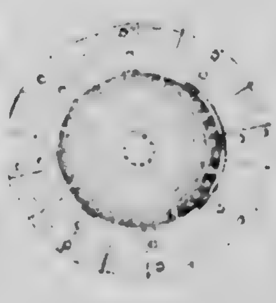
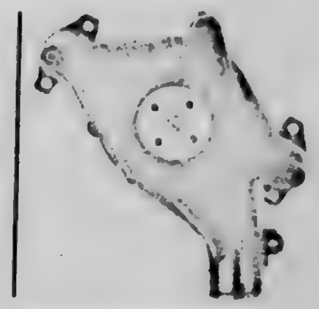
William B. Bosch

William B. Bosch, Chairman

ACTION
Assigned:
FHWA
CONTROL NO.
497735
SIRS S-10

WBB:da

More than our name is SUPERIOR

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U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

OFFICE OF THE ADMINISTRATOR

APR 6 1976

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IN REPLY REFER TO:
HNG-11

Honorable Mark O. Hatfield
United States Senate
Washington, D.C. 20510

Dear Senator Hatfield:

This is in reply to your letter of March 26, 1976, enclosing a letter from Mr. Glenn Jackson, Chairman of the Oregon Transportation Commission. You request our review of Oregon's proposal for a second access from Interstate Route 5 to the Swan Island Industrial Park in Portland, Oregon.

Interstate Route 5 in Portland was built some years ago with Federal-aid Interstate funds and is the only north-south route serving the Pacific Northwest in the Portland area. The route was designed on the assumption that other freeways would be built in the area to serve various transportation needs, but these other facilities have been abandoned, relocated, or deferred. For this and other reasons, the route is currently carrying far greater volumes of traffic than planned for, resulting in reduced operation safety and efficiency.

The construction of the requested ramps to Greeley Avenue would undoubtedly stimulate the commercial and industrial development of Swan Island. However, their construction as proposed would seriously and adversely affect the safety and efficiency of I-5, as shown by experience nationwide. Southbound trucks could only enter the Interstate highway at very low speeds, thus creating further congestion and a safety hazard. The addition of an exit ramp to serve traffic from the south in the existing section, which has a complex configuration, is contrary to established design practice for the Interstate System. Further, these ramps would provide only partial directional interchange service.

Although we commend the city of Portland for its efforts to stimulate and revitalize the central city area and for its study to provide satisfactory transportation for Swan Island, we believe it would be premature, at best, to approve the addition of these ramps to

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Greeley Avenue in the I-5/I-405 interchange at this time. The Federal Highway Administration will work with the State and city to find a means of improving access to Swan Island which is mutually satisfactory to the city, State and Federal Governments.

We are providing a similar reply to an inquiry on this subject from Representative Robert B. Duncan.

Sincerely yours,

Norbert T. Tiemann
Federal Highway Administrator

Enclosure:
Transmitted Correspondence

MARK O. HATFIELD
OREGON

United States Senate
WASHINGTON, D.C.

March 26, 1976

RECEIVED
STATE HWY ENGR
APR 13 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Mr. Norbert T. Tiemann
Administrator
Federal Highway Administration
U.S. Department of Transportation
400 7th Street, S.W.
Washington, D.C. 20590

Dear Administrator Tiemann:

Enclosed you will find a copy of a letter I have received recently from Mr. Glenn Jackson, Chairman of the Oregon Transportation Commission regarding a proposal for a second access from Interstate 5 to the Swan Island Industrial Park in Portland, Oregon. Also, enclosed are several exhibits providing background on this matter.

At the request of Mr. Jackson, I request that you review the Greeley Avenue - I-5 ramp proposal and provide an analysis of the Federal Highway Administration's position on the project. It is my understanding that there are time constraints involved and, therefore, I respectfully ask that this matter be given consideration at your earliest possible convenience.

I look forward to hearing from you and am greatly appreciative of your office's fine work on matters affecting transportation policy in my State of Oregon. It would also be appreciated if you would return the enclosed material with your reply.

Thank you very much.

Warmest regards.

Sincerely,

Mark O. Hatfield
United States Senator

MOH:chm

55917

OREGON TRANSPORTATION COMMISSION

OFFICE OF GLENN L. JACKSON • c/o Pacific Power and Light Co. • Medford, Oregon • 97501

OBERT W. STRAUB
GOVERNOR

COMMISSIONERS
LENN L. JACKSON, Chairman
Medford
OBERT L. MITCHELL, Secretary
Portland
OM WALSH, Member
Portland
GORDON COLEMAN, Member
Eugene
ICHAEL P. HOLLERN, Member
Bend

March 18, 1976

The Honorable Mark O. Hatfield
United States Senator
463 Russell Senate Office Bldg.
Washington, D. C. 20510

ATTENTION: Craig Honeyman

Dear Mark:

Reasonable access to the Swan Island Industrial Park in the City of Portland has been of major concern for many years. Alternate routes and proposals have been studied by the Port of Portland, the City of Portland and other public agencies without meeting the critical need for a second access to Swan Island. In 1974 a Task Force was created by the City Council of Portland and charged with developing an alternate second access to the Swan Island Industrial Park. The Task Force members represented the City of Portland, Port of Portland, Oregon Department of Transportation, Teamsters Union, Truckers Association, neighborhood groups and other interested parties.

Early in 1975 this blue ribbon transportation Task Force recommended the implementation of the Greeley Avenue - I-5 Ramp connections as a solution to the critical needs of increasing transportation capacity to Swan Island - via a route other than North Going Street. This project was submitted to and has been approved by the Columbia Regional Association of Governments for inclusion in the regional transportation program. (See Exhibit A)

There are presently 300 acres developed with 6,000 employees on Swan Island. Proposed full development calls for 595 acres and better than 13,000 employees. This development cannot take place until additional access is provided for Swan Island. Our proposal would accomplish this and is necessary in order to permit the efficient utilization of the Swan Island Industrial Park.

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The development of Swan Island is involved with the economic vitality of the central city, a step away from urban sprawl toward a much more energy-efficient urban organization and to a better use of investments in streets, utilities and the other parts of the capital investment framework. (Attached is a copy of the Port of Portland's "Swan Island Transportation Study" which sets forth future development and transportation needs.)

North Going Street is presently the sole access to Swan Island. Noise generated by heavy truck traffic using this access is incompatible with residential land use and has resulted in a history of resident complaints and organized neighborhood efforts to halt the use of Going Street as a major truck route. It is estimated that 70% of the trucks are oriented to and from the south of I-5 Freeway and would use the proposed Greeley Ramps, thus reducing the noise along Going Street.

Several alternate designs were studied in depth by our Planning, Traffic and Design staffs from which the attached plan was selected. (See Exhibits B and C). The proposed plan uses one of the existing ramp stubs in the East Fremont Interchange for the on-ramp movement from Greeley Avenue. By adding an additional lane between this entrance stub and the next off-ramp to the south, we provide four lanes for southbound traffic. This provides more width for weaving maneuvers and due to the extra lane, we are able to take a two-lane off at the next exit ramp south. This will alleviate a present lane drop and weave problem and will actually increase the level of service on I-5 which has operated at a low level of service almost since it was opened to traffic.

The off-ramp to Greeley Avenue leaves the freeway northerly of the ramp to the Fremont Bridge. This off-ramp location will permit proper signing and safe, smooth traffic flow from the freeway to the proposed exit ramp. It has an added plus in that it will remove traffic from the freeway which is currently involved in weaving across Fremont Bridge traffic to exit at Going Street off-ramp, a short distance to the north. This will improve the operation of this section during peak traffic periods.

Federal urban system funding will be necessary, and is available, to finance the construction of the Greeley Ramps and provide the much needed second access to the Swan Island Industrial Park.

No additional right of way will be required. There are no local or state funds or revenues available for this project. The Federal Highway Administrator must approve this proposal as it requires an additional access to a section of the Interstate Freeway system.

We have practically studied this project to death and have run out of practical alternatives. There are several additional developments for the Swan Island area now under study which could not be activated unless adequate access is provided. We hope that Gov. Tieman will look at the total picture and be willing to waive the technical objections presented by the local and regional office.

Best regards.

Sincerely yours,

Glenn

GLJ:cjk

Attachments

9719

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

OFFICE OF THE ADMINISTRATOR

✓	Info
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	R/D
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	Sign
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FOR
REFER TO [illegible]
APR 13 '76
RECEIVED
STATE HWY ENGR

APR 6 1976

IN REPLY REFER TO:
HNG-11

Honorable Robert B. Duncan
House of Representatives
Washington, D.C. 20515

Dear Mr. Duncan:

This is in further response to your letter dated February 7, 1976, which we acknowledged on February 25. You support a request by the city of Portland and the Oregon Department of Transportation for approval to add ramps within the interchange of I-5 and I-405 to permit access to Greeley Avenue and improve the access to expand commercial and industrial development on Swan Island. We also received your letter of March 15 to Secretary of Transportation William T. Coleman, Jr., supporting Portland Mayor Neil Goldschmidt's letter on the subject. Executive Secretary A. B. Virkler Legate acknowledged your March 15 letter on March 17.

Interstate Route 5 in Portland was built some years ago with Federal-aid Interstate funds and is the only north-south route serving the Pacific Northwest in the Portland area. The route was designed on the assumption that other freeways would be built in the area to serve various transportation needs, but these other facilities have been abandoned, relocated, or deferred. For this and other reasons, the route is currently carrying far greater volumes of traffic than planned for, resulting in reduced operation safety and efficiency.

The construction of the requested ramps to Greeley Avenue would undoubtedly stimulate the commercial and industrial development of Swan Island. However, their construction as proposed would seriously and adversely affect the safety and efficiency of I-5, as shown by experience nationwide. Southbound trucks could only enter the Interstate highway at very low speeds, thus creating further congestion and a safety hazard. The addition of an exit ramp to serve traffic from the south in the existing section, which has a complex configuration, is contrary to established design practice for the Interstate System. Further, these ramps would provide only partial directional interchange service.

Although we commend the city of Portland for its efforts to stimulate and revitalize the central city area and for its study to provide satisfactory transportation for Swan Island, we believe it would be

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cy. Bothman
Versteeg
4-13-76

premature, at best, to approve the addition of these ramps to Greeley Avenue in the I-5/I-405 interchange at this time. The Federal Highway Administration will work with the State and city to find a means of improving access to Swan Island which is mutually satisfactory to the city, State and Federal Governments.

Secretary Coleman is providing a response to Mayor Goldschmidt on this matter.

Sincerely yours,

Norbert T. Tiemann
Federal Highway Administrator

March 17, 1976

RECEIVED
STATE HWY ENGR
APR 13 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Honorable Robert B. Duncan
House of Representatives
Washington, D.C. 20515

Dear Mr. Duncan:

Secretary Coleman has asked that I acknowledge receipt of your letter of March 15 expressing support for the request by the Mayor of Portland, Honorable Neil Goldschmidt, for prompt approval of the new North Greeley Avenue connection at the Interstate Route 5 and 405 interchange.

Your letter is receiving careful attention, and we will be in touch with you as soon as possible.

Sincerely,

/S/ A.B. VIRKLER LEGATE

A. B. Virkler Legate
Executive Secretary

S-10:LFAustin:lfa

'76 [illegible] 17 [illegible] 3:36

ROBERT B. DUNCAN
3D DISTRICT, OREGON

COMMITTEE ON APPROPRIATIONS

SUBCOMMITTEES:
INTERIOR
TRANSPORTATION

Congress of the United States
House of Representatives
Washington, D.C. 20515

WASHINGTON OFFICE:
330 CANNON HOUSE OFFICE BUILDING
WASHINGTON, D.C. 20515
(202) 225-4811

DISTRICT OFFICE:
1616 FEDERAL BUILDING
1220 S.W. THIRD
PORTLAND, OREGON 97204
(503) 221-2123

March 15, 1976

Honorable William T. Coleman, Jr.
Secretary of Transportation
400 Seventh Street, S.W.
Washington, D. C. 20590

Dear Secretary Coleman:

I would like to take this opportunity to add my voice to that of the Mayor of Portland, Neil Goldschmidt, in urging your Department's prompt approval of the new North Greeley Avenue connection at the interchange of I-5 and I-405 at the east end of the Fremont Bridge in Portland.

This project will improve access to Portland's major industrial area, and will generate as much as 7,000 additional jobs in an area that still suffers from high unemployment.

Thank you for your attention.

ACTION
is assigned to
FHWA
CONTROL NO
498330
SIRS S-10

Sincerely yours,

Duncan
ROBERT B. DUNCAN
Member of Congress

RBD:smcie

RECEIVED
STATE HWY ENGR
APR 13 '76
REFER TO

FOR
Info Inves R/D D/R Sign Act File

9719

April 6, 1976

Mr. Glenn L. Jackson, Chairman
Oregon Transportation Commission
c/o Pacific Power & Light Company
P. O. Box 1147
Medford, OR 97501

Dear Mr. Jackson:

Greeley Ramps, I-5
FHWA March 2, 1976 Analysis
I-5-6(-)303

The Federal Highway Administration's Technical Analysis of the Oregon Highway Division's request for the Greeley Ramps on I-5 in Portland has been reviewed. Their stated reasons for not giving a favorable recommendation is based on the technical transportation issues of safety, capacity and, briefly, on environmental trade-offs.

The Highway Division has considered the issues of safety, capacity and environmental concerns as they relate to the construction of the Greeley Ramps. The impacts would be favorable for the Greeley On-ramp, Going and Greeley Streets, the Swan Island Industrial Park, the neighborhoods and the individual residents. The total impact on the I-5 Freeway would not be adverse and the impacts of the Greeley Off-ramp are a trade-off between favorable and unfavorable effects. It is our conclusion (based on the technical issues of safety, capacity and environmental) that there is no reason the proposed Greeley Ramps should not be approved and constructed.

A discussion of these issues as they relate to the individual areas of concern follows:

GREELEY ON-RAMP
(Safety, Capacity and Environment)

The on-ramp would have several hundred feet of six percent grade, followed by 300 feet of nearly flat grade, prior to the gore. Our analysis shows that the trucks will be going 15 to 25 MPH at the gore and will increase speed to between 27 and 38 MPH on the

4-7-76 hand delivered to Jacksons Portland office by Perry Crosley - R/W agent.

acceleration lane before the merge with freeway traffic. The lower speeds are based on an AASHTO 1953 study and the higher speeds on 1961 information.

By adding an additional lane between the southbound on-ramp and the next off-ramp to the south, we will obtain four lanes of traffic. This provides more width for weaving maneuvers and due to the extra lane, we are able to take a two-lane off at the next exit ramp south. This will alleviate a present lane-drop and weave problem and will actually increase the level of service of I-5.

The Greeley On-ramp would not adversely affect the safe operation of the freeway, capacity would be increased slightly during peak hours and no adverse environmental impacts are apparent.

Weaving on I-5 at the Going Street On-ramp would be reduced, as some of the traffic presently using the Going Street On-ramp would be diverted to Greeley.

CONCLUSION: The total impacts on capacity, safety and environmental issues would be favorable.

GREELEY OFF-RAMP
(Safety, Capacity and Environment)

The proposed exit ramp is introduced 800 feet beyond the junction between I-5 and I-405. Signing standards call for 1,000 feet between consecutive exits based on 70 MPH freeway speeds. The northbound additional exit in this case is in an urban environment at a reduced running speed and 800 feet is sufficient for signing. Having an off-ramp at this point removes traffic from the freeway which is currently involved in weaving across Fremont Bridge traffic to exit at the existing Going Street Off-ramp to the north. This will improve the operation of that section of I-5 during peak traffic periods.

CONCLUSION: Favorable and adverse impacts are balanced.

I-5 FREEWAY
(Safety, Capacity and Environment)

Traffic volumes on I-5 will continue to increase over a period of time with or without the additional ramps to Swan Island. Due to the added lanes to I-5, the increased merging lane length south of the Broadway Off-ramp, two-laning of the Broadway Off-ramp and the reduction of the weaving conflicts between the Fremont traffic and the Going Street Interchange traffic, congestion on I-5 should be reduced as a result of constructing the Greeley Ramps.

Because of the greater lengths and widths for weaving and the reduction of weaving conflicts for the Going Ramps, traffic safety conditions on I-5 will not be adversely affected. Impacts on noise levels and energy conservation will remain the same or may improve slightly.

CONCLUSION: The capacity, safety and environmental issues for I-5 will not be adversely affected by the construction of the Greeley Ramps.

GREELEY STREET - GOING STREET
(Safety, Capacity and Environment)

Seventy percent of the truck traffic currently using Going Street would use Greeley Street when the ramps are constructed. Greeley Street has the capacity to handle the additional traffic without developing any capacity, safety or environmental problems.

With 70 percent of the truck traffic removed from Going Street, the capacity of that street and the signalized intersections will be much improved. Congestion will be reduced and safety aspects will be improved. The noise levels along Going Street will be reduced by some five or six decibels and reduced congestion will favor energy conservation.

CONCLUSION: The impacts on the street system are all favorable.

NEIGHBORHOODS AND RESIDENTS
(Safety and Environment)

The neighborhood groups strongly support the diversion of the Going Street truck traffic to Greeley Street. Noise would be reduced to tolerable levels through much of the day. Air quality should improve in the area because of the reduction in the congestion on Going Street and the 79 percent reduction in total trucks. The safety for school children, pedestrians and local traffic would be much improved.

CONCLUSION: All impacts on the neighborhood and residential areas are favorable.

SWAN ISLAND
(Safety, Capacity and Environment)

Access and capacity to and from Swan Island would be improved. Congestion would be reduced. Safety and energy conservation measures would be enhanced. By increasing the concentration of employment from 6,000 to 13,000 employees, mass transit becomes a more reasonable transportation alternate for Swan Island.

CONCLUSION: All impacts are favorable for Swan Island.

Selected statements from the FHWA Analysis have been chosen for individual review. The following statements and discussions are intended to provide better insight into the issues of capacity, safety and environmental trade-offs.

BACKGROUND FROM FHWA ANALYSIS

FHWA Statement:

The stated transportation purpose of these ramps would be to improve accessibility to the Swan Island Industrial Park through an increase in highway capacity.

OSHD Response:

The purpose of the Greeley Ramps is to provide a second access to Swan Island via Greeley Street and to reduce truck traffic noise level and congestion on Going Street.

PROPOSED DESIGN FROM FHWA ANALYSIS

FHWA Statement:

The proposed Greeley Entrance Ramp is shown on the attached layout sheet. It involves several factors which have a critical bearing on safe operations:

1. It will have major use by heavy trucks.

OSHD Response:

The Greeley On-ramp is projected to carry 900 vehicles during the peak hours. During the peak hours, five percent of these would be trucks. Of the total ADT using the ramps, trucks would represent 12 percent of the vehicles. Two lanes for traffic would be provided on the ramp for the 6 percent grade portion to permit the passing of the slow-moving trucks by other vehicles.

FHWA Statement:

A typical design truck using AASHTO Blue Book performance would be at crawl speed (about 8 MPH) at the point the ramps physically join. At higher volumes of mixed vehicles, the traffic could be expected to enter the freeway in slugs as slow-moving trucks retard the flow.

OSHD Response:

Our analysis indicates that truck speeds would exceed 20 MPH where the Greeley Ramp joins the Fremont Ramp and 35 MPH some thousand feet south of there. At these speeds, the ramp traffic should merge and weave safely with the freeway traffic, which is anticipated to have a speed of 40 MPH during peak hours. The truck speeds used are based on 1961 information. If the current industry standards for weight-horsepower ratios were used, higher truck speeds could be projected.

FHWA Statement:

The ramp is introduced as a connection to a directional freeway ramp immediately preceding (400 feet) the merging of two freeways and about 2,200 feet in advance of a local exit ramp to Broadway Street.

OSHD Response:

The ramp is introduced with its own separate lane parallel to the directional freeway ramp preceding the merging of the Fremont Ramp to the I-5 Freeway. Weave or merging conflicts are minimized by this design and the level of service is improved.

FHWA Statement:

An existing simple weaving section becomes a complex multiple weaving section. (Greeley On-ramp southbound.)

OSHD Response:

To handle the weave, an additional lane approximately 2,200 feet long will be added to the existing three-lane section of I-5. The Broadway Off-ramp will be widened to accommodate two lanes to reduce congestion and weaving patterns. An acceleration lane would be extended 1,000 feet southerly of the Broadway Off-ramp to permit the safe, orderly merging of the Fremont traffic and the Greeley Ramp traffic with I-5 traffic.

FHWA Statement:

The proposed exit ramp is introduced 800 feet beyond the junction between I-5 and I-405. To sign such an additional exit would add complexity to signing of both the freeway-to-freeway junction and the additional local connection. This added complexity increases the potential for driver error and confusion. The first advance sign for the major junction is currently at 3/4 mile because of space limitations.

The additional exit would result in a multiple weaving section on the affected northbound segment of I-5.

OSHD Response:

The proposed Greeley Exit Ramp is an adequate distance from the I-405 junction for signing on an urban freeway. There is no greater potential for driver error or congestion at this location than on most other urban freeways.

The exit ramp does weave with the Broadway On-ramp traffic but a weave further north between the Fremont Ramp traffic and Going Street Off-ramp traffic is reduced.

TRAFFIC BASE AND ANALYSIS FROM FHWA

FHWA Statement:

Some of the traffic assignment assumptions include completion of I-205 and I-505 (now several years in the future) and a major shift to work trips by transit. The State's analysis does not place major emphasis on the numbers and operating characteristics of heavy trucks at the on-ramp.

OSHD Response:

There is nothing to indicate that I-205 and I-505 will not be completed and a major shift to work trips by transit will not be accomplished by 1996. The State's analysis does adequately consider traffic volumes in the operating characteristics of heavy trucks at the on-ramp. According to our analysis, speed differentials during peak hours will not be a significant factor in the safe operation of I-5. During the off-peak hours, the added fourth lane, some 1,200 feet in length, will provide a safe level of service for weaving and merging of the traffic streams.

FHWA Statement:

The State's analysis indicates traffic noise would be reduced on

Going Street by addition of the Greeley Ramps but FHWA noise standards could not be achieved.

OSHD Response:

Truck movements on Going Street would be reduced by 70 percent with a five to six decibel reduction in noise levels. This reduction in truck volumes and noise levels would give significant relief to the residents along Going Street, although we recognize Federal noise standards will not be met.

CONCLUSION FROM FHWA

FHWA Statement:

From the above overview, three conclusions are indicated:

1. The addition of the Greeley ramps has significant adverse safety implications on I-5 and particularly at the entrance ramp. There are not specific means to quantify this safety issue, but the indicators are

   (a) heavy volumes of large trucks at slow speed;

   (b) complex merging and weaving maneuvers;

   (c) heavy general traffic volumes.

OSHD Response:

The Greeley On-ramp proposed design would not adversely affect the safe operation of the freeway. Adequate weaving and merging lengths are being provided for all traffic movements.

(a) *Peak-hour traffic volumes are expected to range from 50 to 60 trucks. Truck speeds in excess of 25 MPH are expected. Neither of these factors are considered significantly detrimental to reasonable traffic operations at the anticipated level of service.*

(b) *Adequate number of lanes and lengths are being provided to safely handle the weaving and merging of the traffic flows.*

(c) *A Level of Service of D or better is anticipated for this section of I-5, which is all that could be reasonably expected along this section of urban freeway.*

FHWA Statement:

As a secondary safety issue the Greeley Ramps would constitute a partial interchange which is contrary to the recommendation in the best safety reference.

OSHD Response:

A partial interchange is not considered that unusual on a complex urban freeway system. The traffic patterns and signal system at the ramp terminals would prevent improper use of the Greeley Ramps. The existing street system at the ramp terminals provides adequate alternate traffic routes.

FHWA Statement:

There are adverse safety implications at the exit ramp which would be introduced 800 feet beyond the junction of I-5 and I-405.

OSHD Response:

No adverse safety impacts are anticipated. Signing will be adequate and for the weave introduced at this location, one is reduced with the Fremont On-ramp traffic further north.

FHWA Statement:

2. It is highly improbable that I-5 can accommodate any significant increase in current traffic volumes without severely increasing major congestion. Congestion with stoppages are recurrent in the southbound lanes and also occur in the northbound lanes during peak periods. Major improvements to access facilities between Swan Island and I-5 do little in addressing the major issue of increased highway capacity or the ability to move the higher peak hour volumes generated by increased development.

OSHD Response:

The Greeley Ramps are necessary to permit orderly expansion of the Swan Island Industrial Park. As stated before, we predict the level of service on I-5 will still be at the level of D with our proposed design. That is all one would expect out of an urban freeway.

FHWA Statement:

Increased congestion on the freeway would be expected to have a net adverse effect on efforts to improve air quality and conserve energy.

OSHD Response:

The operation of the Greeley Ramps will not significantly increase traffic congestion. Because of the improved weaving and merging conditions, the impact on air quality and energy conservation could be positive.

FHWA Statement:

3. The Greeley Ramps would provide a direct alternate routing for trucks to the south and thereby reduce noise on Going Street. It is not indicated that an acceptable noise environment will result because of this project.

OSHD Response:

Truck traffic on Going Street would be reduced by 70 percent and noise levels by five to six decibels. These reductions in traffic and noise levels are considered important steps in improving the livability of the residents along Going Street.

Very truly yours,

F. B. Klaboe, Administrator
and State Highway Engineer

Enc.

bc E. S. Hunter
R. N. Bothman (enc.)
R. L. Schroeder "
L. W. Rulien "
J. H. Versteeg

JHV:jh/FBK:ja

[redacted] Bryant Nichols

Box 230
Salem OR 97308
March 2, 1976
I-5-6(-)303
[illegible] x ref Inq 604/
1041DA

State Request to Add Greeley Ramps
to I-5 in Portland - Refer Mr. Lamm's
February 25, 1976 Letter to
Congressman Duncan

G. L. Green, Division Administrator

Mr. L. E. Lybecker, Regional Administrator
Portland, Oregon

Attached is my analysis of the State's request to add a pair of ramps to existing I-5 in Portland. This submission is to serve as background information for reply to Congressman Duncan and also to solicit review and comment by other offices of FHWA. Interest in the addition of the Greeley ramps is widespread. Both Governor Straub and Portland Mayor Goldschmidt have taken a personal interest and I expect that a local disapproval by FHWA would require review by Region and Washington offices.

A review of all supporting information has been made and, in addition, we have made thorough field reviews and an assessment of existing operating conditions on I-5. I conclude that a favorable recommendation to the Federal Highway Administrator cannot be made. It is my intent to advise the State that the ramps cannot be approved and the reasons for the denial. Before taking this action I would appreciate your review and comment.

Attachments furnished only in one copy have previously been sent to the Regional Office.

Original Signed By
G. L. Green
Division Administrator

G. L. Green

Attachments

EJValach:pn

1 Versteeg
2 Olson
C[illegible]
Scott
Swenson
Anderson
Trout

RECEIVED
29 1976
ROAD DESIGN SECTION
Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
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Bring Up
Other

RECEIVED
STATE HWY ENGR
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REF TO
Versteeg
FOR

Info	Inves	R/D	D/A	Sign	Act	File

2 copies - plan profile
1 copies - consultant report
copies of State's 12/24/75 & 2/10/76 letters with attachments
1 copy aerial mosaic of area
2 copies of FHWA Analysis

Also prepare a rebuttal as soon as possible.
EQ.

ANALYSIS OF REQUEST FROM OREGON HIGHWAY DIVISION TO ADD A PAIR OF RAMPS TO EXISTING INTERSTATE 5 IN PORTLAND

"GREELEY RAMPS"

Background:

The Oregon Highway Division by letter of December 24, 1975 and February 10, 1976 submitted a request to FHWA for approval to add a pair of ramps to existing I-5 in Portland. The ramps are located in the middle of the interchange between I-5 and I-405 and are referred to as the Greeley ramps after their local street terminals with N. Greeley Avenue.

1. The stated transportation purpose of these ramps would be to improve accessibility to the Swan Island Industrial Park through an increase in highway capacity and to reduce the noise problem on Going Street from the large volume of heavy trucks which are generated by the industrial park during all hours of the day. Current daily truck volumes are 1200 to 1400 trucks in one direction. Access between Swan Island and I-5 south of Portland was restricted 2 years ago by the closure of Harbor Drive. That facility formerly provided high type access as an alternative to Going Street.

The broader purpose for the Greeley ramps is to permit expansion of Swan Island. The enclosed report entitled, "Swan Island Transportation Study" describes possible expansion. The Swan Island Industrial Park currently provides 6000 jobs and the consultant estimates over 13,000 jobs could ultimately be provided with full development.

The importance of Swan Island to Portland's economic base is clear and explains the general feeling by local and State groups and agencies that addition of the Greeley ramps transcends any purely technical transportation issues.

The following evaluations concentrate on the technical transportation issues of safety, capacity, and briefly on environmental tradeoffs.

Proposed Design:

The proposed Greely entrance ramp is shown on the attached layout sheet. It involves several factors which have a critical bearing on safe operations:

1. It will have major use by heavy trucks.
2. The ramps involve approximately 750 feet of 6% adverse grade before physically joining the directional I-405 ramp. A typical design truck using AASHO Blue Book performance would be at crawl speed (about 8 mph) at the point the ramps physically join. At higher volumes of mixed vehicles, the traffic could be expected to enter the freeway in slugs as slow moving trucks retard free flow.
3. The ramp is introduced as a connection to a directional freeway ramp immediately preceding (400 feet) the merging of two freeways and about 2200 feet in advance of a local exit ramp to Broadway Street. An existing simple weaving section becomes a complex multiple weaving section.

The proposed exit ramp is introduced 900 feet beyond the junction between I-5 and I-405. To sign such an additional exit would add complexity to signing of both the freeway to freeway junction and the additional local connection. This added complexity increases the potential for driver error and confusion. The first advance sign for the major junction is currently at 3/4 mile because of space limitations.

The additional exit would result in a multiple weaving section on the affected Northbound segment of I-5.

Traffic Base & Analysis:

The State's evaluation concludes that the increased traffic in 1996 with Swan Island expanded to "Phase One" could be accommodated at level of service "D". An auxilliary lane extended beyond the Broadway exit is recommended. Some of the traffic assignment assumptions include completion of I-205 and I-505 (now several years in the future) and a major shift to work trips by transit. [The State's analysis does not place major emphasis on the numbers and operating characteristics of heavy trucks at the on-ramp.]

Current peak hour traffic volumes on I-5 between Going Street and NE Broadway averaged 1600 mixed vehicles per lane on the higher volume 2 lane sections. Under existing conditions recurrent congestion with traffic stoppages occur on I-5 southbound lanes during peak periods and with some lesser frequency in the northbound lanes. Various bottlenecks in the system contribute to this congestion.

Going Street:

The high volumes of traffic and especially heavy trucks on Going Street have caused major complaints from adjoining neighborhoods. Recently heavy trucks to and from the south have been routed away from Going Street during late night hours.*

The State's analysis indicates traffic noise would be reduced on Going Street by addition of the Greeley ramps, but FHWA noise standards could not be achieved. For example, trucks destined to the north would still use Going Street to avoid major indirection. Increased noise would result from increased development.

Conclusion:

From the above overview, three conclusions are indicated:

1. The addition of the Greeley ramps has significant adverse safety implications on I-5 and particularly at the entrance ramp. There are not specific means to quantify this safety issue, but the indicators are
   (a) heavy volumes of large trucks at slow speed;
   (b) complex merging and weaving maneuvers;
   (c) heavy general traffic volumes.

   As a secondary safety issue the Greeley ramps would constitute a partial interchange which is contrary to the recommendation in the basic safety reference, "Highway Design and Operational Practices Related to Highway Safety".

*A recent injunction has delayed this action

There are adverse safety implications at the exit ramp which would be introduced 800 feet beyond the junction of I-5 and I-405.

2. It is highly improbable that I-5 can accommodate any significant increase in current traffic volumes without severely increasing major congestion. Congestion with stoppages are recurrent in the southbound lanes and also occur in the northbound lanes during peak periods. Major improvements to access facilities between Swan Island and I-5 do little in addressing the major issue of increased highway capacity or the ability to move the higher peak hour volumes generated by increased development. Relief to existing I-5 traffic in the form of increased work trips by transit and the completion of such facilities as I-205 and I-505 are several years in the future.

   Increased congestion on the freeway would be expected to have a net adverse affect on efforts to improve air quality and conserve energy.

3. The Greeley ramps would provide a direct alternate routing for trucks to the south and thereby reduce noise on Going Street. It is not indicated that an acceptable noise environment will result because of this project.

9714

THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

MAR 25 1976

NOTED
E. S. HUNTER

Honorable Neil Goldschmidt
Mayor of Portland
Portland, Oregon 97204

Greeley to I-5 ramp

Dear Mayor Goldschmidt:

This is in reply to your letter of February 24, 1976, regarding Oregon's request to add a pair of ramps to Interstate Route 5 in Portland to improve access to the Swan Island industrial area.

The State's proposal has been received in the Washington Headquarters of the Federal Highway Administration and is presently under review. We will provide a further reply to you as soon as this review is completed.

Sincerely,

BILL

William T. Coleman, Jr.

RECEIVED
STATE HWY ENGR
APR 7 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

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4-7-76

EIVED
APR 5 1976
ON DIVISION

THE CITY OF
PORTLAND
OREGON

OFFICE OF
THE MAYOR
NEIL GOLDSCHMIDT
MAYOR

1220 S. W. FIFTH AVE.
PORTLAND, OR. 97204
503 248-4120

ACTION
is assigned to
FHWA
CONTROL NO.
499010
SIRS S-10

24 February 1976

Honorable William T. Coleman, Jr.
Secretary of Transportation
U.S. Department of Transportation
Washington, D.C.

Dear Secretary Coleman:

The City of Portland has proposed to connect an arterial street, N. Greeley Avenue to the Interstate freeway system at the interchange of I-5 and I-405 at the east end of the Fremont Bridge. I understand you must approve any new connection to the freeway system. I ask that you approve this connection. The grounds are much broader than just highway considerations.

This project was initiated primarily to provide adequate access to the Port of Portland's Swan Island Industrial Park and ship repair yard located in the heart of Portland. Development and employment are limited due to capacity limitations of the access route, even with substantial transit, carpool and staggered hour programs. Full development, curtailed without adequate access, will provide 7,000 additional job opportunities within the central city. Otherwise this development, if it occurs at all, will spread out to the suburbs. I believe this project strongly supports the goals of urban conservation and energy efficiency.

Enclosed are supplementary materials that may assist your review. The letter of November 20, 1975 from Commissioner McCready and myself resulted from an earlier disapproval. Governor Straub directed the State Highway Division to reconsider the project with modifications to meet previous objections. This has been done and the revised proposal will come to you for consideration.

I urge you to approve this project. It is essential to our combined efforts to enhance the vitality of the existing city.

Very truly yours,

Neil Goldschmidt
Mayor

RECEIVED
STATE HWY ENGR
APR 7 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

U.S. DEPT OF TRANSPORTATION
MAR 4 PM 12:10
OFFICE OF THE SECRETARY OF TRANSPORTATION
EXECUTIVE SECRETARIATE

THE CITY OF
PORTLAND
OREGON

OFFICE OF
PLANNING AND DEVELOPMENT
GARY E. STOUT
ADMINISTRATOR

BUREAU OF
PLANNING
ERNEST R. BONNER
DIRECTOR

424 S.W. MAIN STREET
PORTLAND, OR. 97204

PLANNING
503 248-4253

ZONING
503 248-4250

RECEIVED
FEB 26 1976
MAYOR'S OFFICE

24 February 1976

MEMORANDUM

TO: Mayor Neil Goldschmidt

FROM: Bill Dirker, Transportation Coordinator D

SUBJECT: Greeley to I-5 Ramp Project

Attached is a letter with supporting material that I suggest you send to Secretary Coleman urging approval of the preliminary engineering for this project. Inasmuch as this will probably be deemed a new connection to the interstate system, it will require the approval of the Secretary of Transportation. Hence, this rather unusual step of directly addressing the Secretary.

My understanding is that the project is on its way up through the hierarchy of the Federal Highway Administration. Apparently, at the Oregon Division level, the staff is not favorably disposed toward this project, probably due to the crowded condition of the freeway system in this vicinity. The contention we are advancing here is that if they can approve additional connections to the suburban element of the metropolitan freeway system, they certainly can approve additional central city connections in support of more important goals than just freeway operations.

The State of Washington parties may be a little nervous about our raising this question and perhaps "rocking their boat" inasmuch as their ramps have been proposed but not yet approved.

BD:bn
Attachment a/s

THE CITY OF
PORTLAND
OREGON

OFFICE OF
PLANNING AND DEVELOPMENT
GARY E. STOUT
ADMINISTRATOR

BUREAU OF
PLANNING
ERNEST R. BONNER
DIRECTOR

424 S.W. MAIN STREET
PORTLAND, OR. 97204

PLANNING
503 248-4253

ZONING
503 248-4250

February 20, 1976

Mr. Robert Bothman
Asst. Highway Engineer
Oregon State Highway Division
5821 N.E. Glisan
Portland, Oregon

Subject: Greeley to I-5 Ramp Project

Dear Mr. Bothman:

The city has filed a request for preliminary engineering for the Federal Aid Urban project connecting North Greeley Ave. to the I-5 freeway, at the east connection with the Fremont Bridge. We understand this is now being reviewed by the Federal Highway Administration, and that they have expressed concern about authorizing an additional connection to the Interstate Freeway system.

There are apparently two issues concerned with the approval of this preliminary engineering project. The first issue is the adequacy of design regarding grades, weaving and merging movements. We believe these matters can be thoroughly studied in the preliminary engineering project, and therefore, hope that the funds for this will be approved. The second issue is a matter of authorizing additional entries into the freeway system. We believe the following information is pertinent.

Attached is a letter of November 19, 1975 from the Clark County Dept. of Public Works and also a map showing the as-built interchange of I-205 and SR500 in Clark County. Item 4 of the letter describes on and off ramps between I-205 and the principal arterial street, Fourth Plain Road. These ramps serve a major regional shopping center, Vancouver Mall, to be located in the N.W. quadrant of this interchange.

We understand there are two principal considerations in the approval of these I-205 ramps and the ramps connecting Greeley to I-5. One is procedureal and the second substantive. If the ramps are considered spurs to an existing interchange it may be that they can be approved at a lower level within the Federal Highway Administration than if they are deemd to be a new connection to the freeway. We do not presume to make this determination but the conditions of the two projects do seem similar so that whatever determination applies to one may logically be applied to the other.

The first substantive issue is one we do wish to comment on. Both projects propose additional connections between a freeway interchange and an arterial street. The arterial street to be connected to I-205 is Fourth Plain Road, a much more heavily used arterial than is N. Greeley Ave. The second substantive issue we consider very important. The explicit purpose of the I-205 ramps is to serve a new shopping center to be built in a relatively undeveloped suburban area. We are not objecting to this development but the criteria applied for approval of the I-205 ramps make even more compelling approval of the Greeley Ave. to I-5 ramps. This project is essentially in support of inner city economic development at Swan Island and adjacent industrial areas. This is clearly consistent with expressed national, state, regional and local goals.

We ask that you present these views to the FHWA officials and request that the preliminary engineering project be approved and initiated.

Very truly yours,

William J Dirker

William Dirker
Transportation Coordinator

November 20, 1975

Mr. Robert Bothman
Assistant State Highway Engineer
Oregon State Highway Division
5821 NE Glisan Street
Portland, OR 97213

Dear Mr. Bothman:

Your notice of disapproval of the project to connect North Greeley Avenue to I-5 is extremely disappointing to the City and simply cannot be left to stand unchallenged. The staff report of September 16th bases this rejection on very narrow grounds, principally the conflict of trucks entering the freeway at this point.

The issues involved in this project are much broader than the operational characteristics of the freeway and deserve consideration at the highest policy level. This project came to the City Council as a recommendation of the Swan Island Task Force as a part of a package of recommendations with the purpose of permitting the full development of the Swan Island Industrial Park and at the same time mitigating the environmental impact, mainly truck noise, of this development. This project does not stand alone but makes feasible other elements of that package. Thus the issues in reality are the economic vitality of the central city, preservation of the residential neighborhood, a step away from urban sprawl toward a much more energy efficient urban organization and also to a much better use of sunk investments in streets, utilities and other parts of the capital framework that we simply cannot afford to duplicate in the suburbs. The Oregon Transportation Commission has recognized this as evidenced by its commitment of substantial state funds in the current improvement of North Going Street.

The Transportation Commission and the Federal Highway Administration have already been willing to modify their traffic standards for broader public goals as illustrated by recent modifications to the Marquam Bridge and the Banfield Freeway. In fact the issue might be phrased--"Shall the freeway be degraded for the benefit of the City or shall the City be degraded for the benefit of the freeway?" The full answer to their problems lies in the aggressive completion of a balanced transportation system including a substantial transit element.

The City requests the opportunity to make a presentation of this project request to the full Transportation Commission at a mutually agreeable time. In preparation for this we ask that copies be made available to us of all of the technical data referred to in the staff report and also any other pertinent data.

Very truly yours,

Neil Goldschmidt
Mayor

Connie McCready
Chairman, Swan Island Task Force

bg

CLARK COUNTY

DEPARTMENT OF PUBLIC WORKS

COURT HOUSE — 1200 Franklin Street
VANCOUVER, WASHINGTON 98660

November 19, 1975

Columbia Region Association of Governments
527 Southwest Hall
Portland, Oregon 97201

Attention: Dick Etherington, Transportation Director

SUBJECT: Change To T.I.P.

Gentlemen:

Clark County has recently entered into a financial agreement with the developers of the Vancouver Mall for the construction of several streets and roads designed to serve as access to the Mall. The Vancouver Mall is designed as a regional shopping center having at least three major department stores and located north and adjacent to SR-500 and west of I-205.

As a condition of the zone change for land use, the developers were required to make a traffic study and design adequate access streets to minimize congestion that would occur on the existing and planned street system. The street system as herewith enclosed is the result of this traffic study. The Plan has been approved by the Consolidated Transportation Staff and the Board of County Commissioners as meeting the requirements of the zone change and as described as follows:

1. Vancouver Mall West - (approximately N. E. 49th Street) will connect the existing Andresen Road to the Mall. This is a new facility eliminating the problem of reconstruction of the existing residential street of N. E. 51st. The new facility is planned as a two-way street 44 feet curb to curb allowing for two 12 foot traveling lanes and two 10 foot parking lanes. Sidewalks are planned.

2. N. E. 82nd Avenue - designed as the major access to the Mall parking area and extends from its intersection with SR-500 north to a connection to the existing N. E. 51st Street. It is planned that this route will be extended north to intersect the designated arterial of N. E. 63rd Street (N. E. Minnehaha Street) at some future date. Vancouver

Mall West (N. E. 49th Street) will intersect this street. It is planned to be constructed 65 feet curb to curb with two traveling lanes in each direction with a median and left turn channelizations at intersections. Sidewalks are planned with parking prohibited.

3. Vancouver Mall East - is the existing connection between N. E. 94th Avenue and Fourth Plain Road (existing SR-500). This street will be widened to 48 feet curb to curb with a raised median at the intersection of Fourth Plain and will have four lanes with no parking. A sidewalk is also planned.

4. On and Off Ramps to I-205

   a. An off-ramp is planned from the south to west ramp of the clover leaf interchange between SR-500 and I-205. This off-ramp will connect to the existing Fourth Plain at the intersection of Vancouver Mall East (described under No. 3). It is planned to have two lanes of storage at Fourth Plain with signalization of the intersection to insure the proper function of the off-ramp.

   b. An on-ramp from Fourth Plain to merge with the west to north ramp of the interchange of SR-500 and I-205. The intersection with Fourth Plain is located approximately 600 feet east of the overpass and will be a single lane on-ramp.

It is planned to complete the construction of these streets by August 1, 1977.

Clark County has accepted the responsibility for construction of Vancouver Mall Way West and N. E. 82nd Avenue with the construction of Vancouver Mall Way East and the ramps to I-205 to be accomplished by the Washington State Department of Highways through a finance agreement with Clark County. The estimated costs of construction for the facilities herein described is $1,020,000.

Because of the high employment of unskilled and semi-skilled labor by the Mall, an application for fifty percent funding of the roads has been made by Clark County to the Overall Economic Development Program for assistance. (This project is the number one priority on the County OEDP Plan.)

It is requested that these projects be added to the Transportation Improvement Program as a part of Clark County's system. Please advise if additional information or clarification is required.

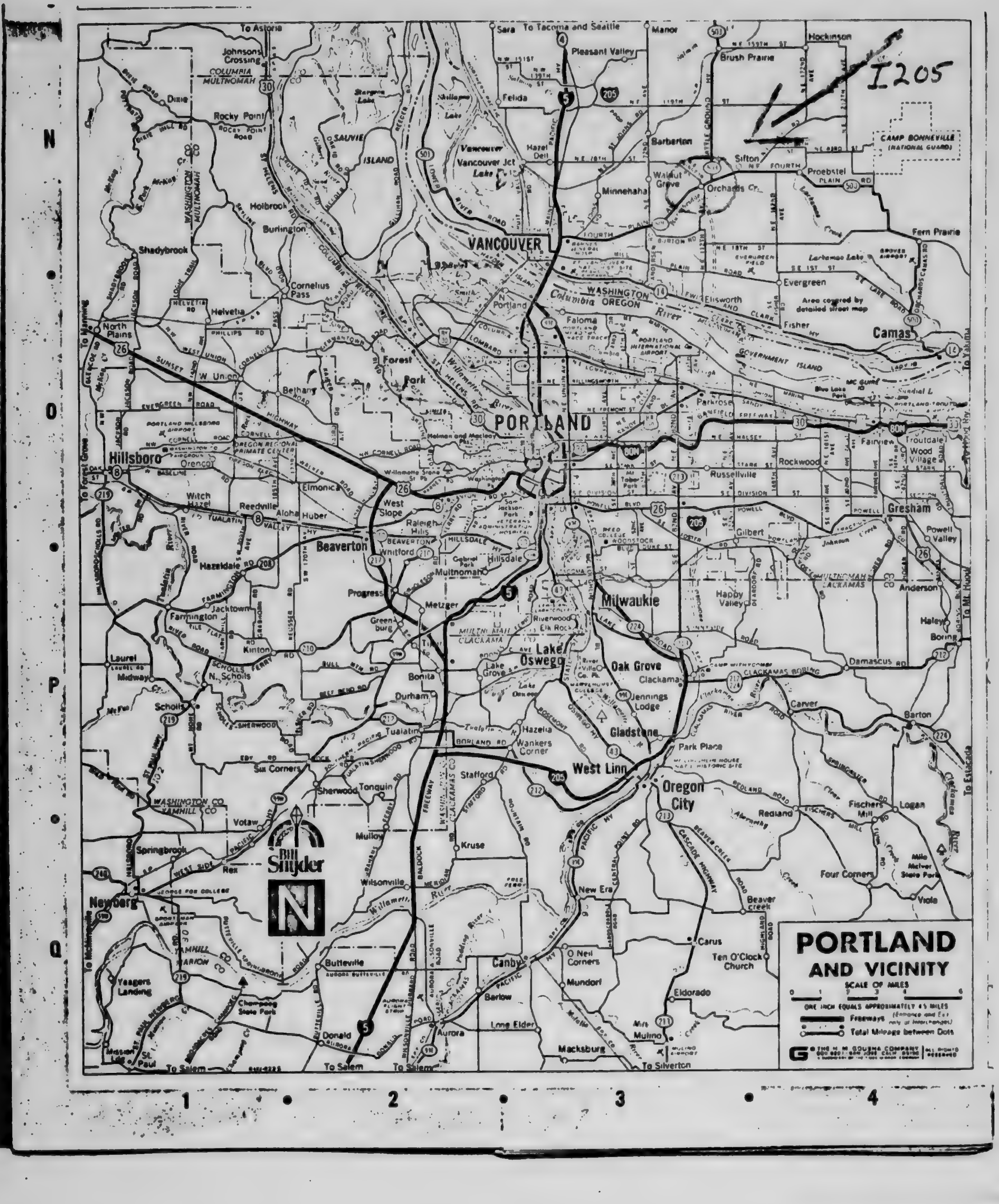
Sincerely,

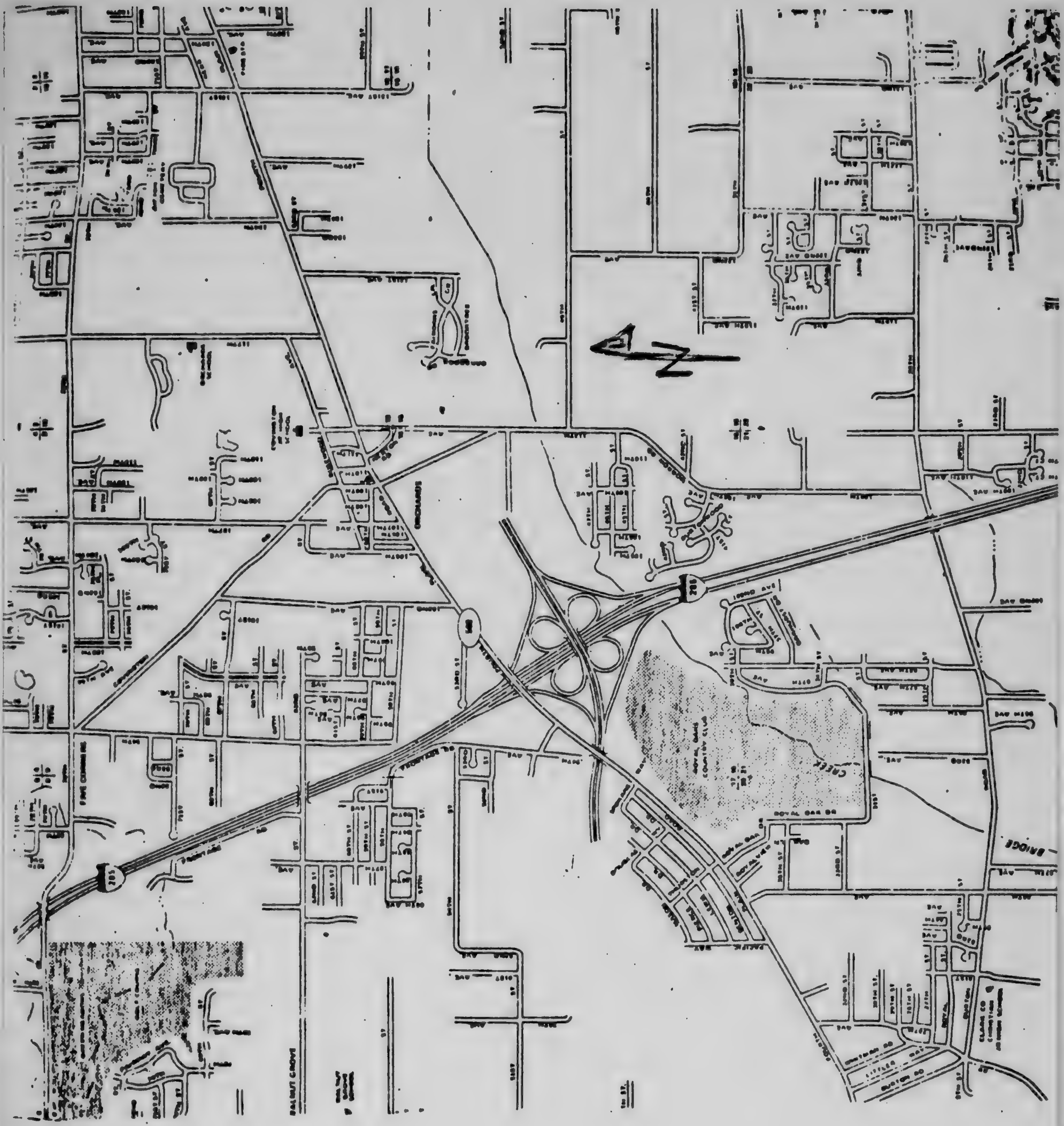
Jan E Rosholt

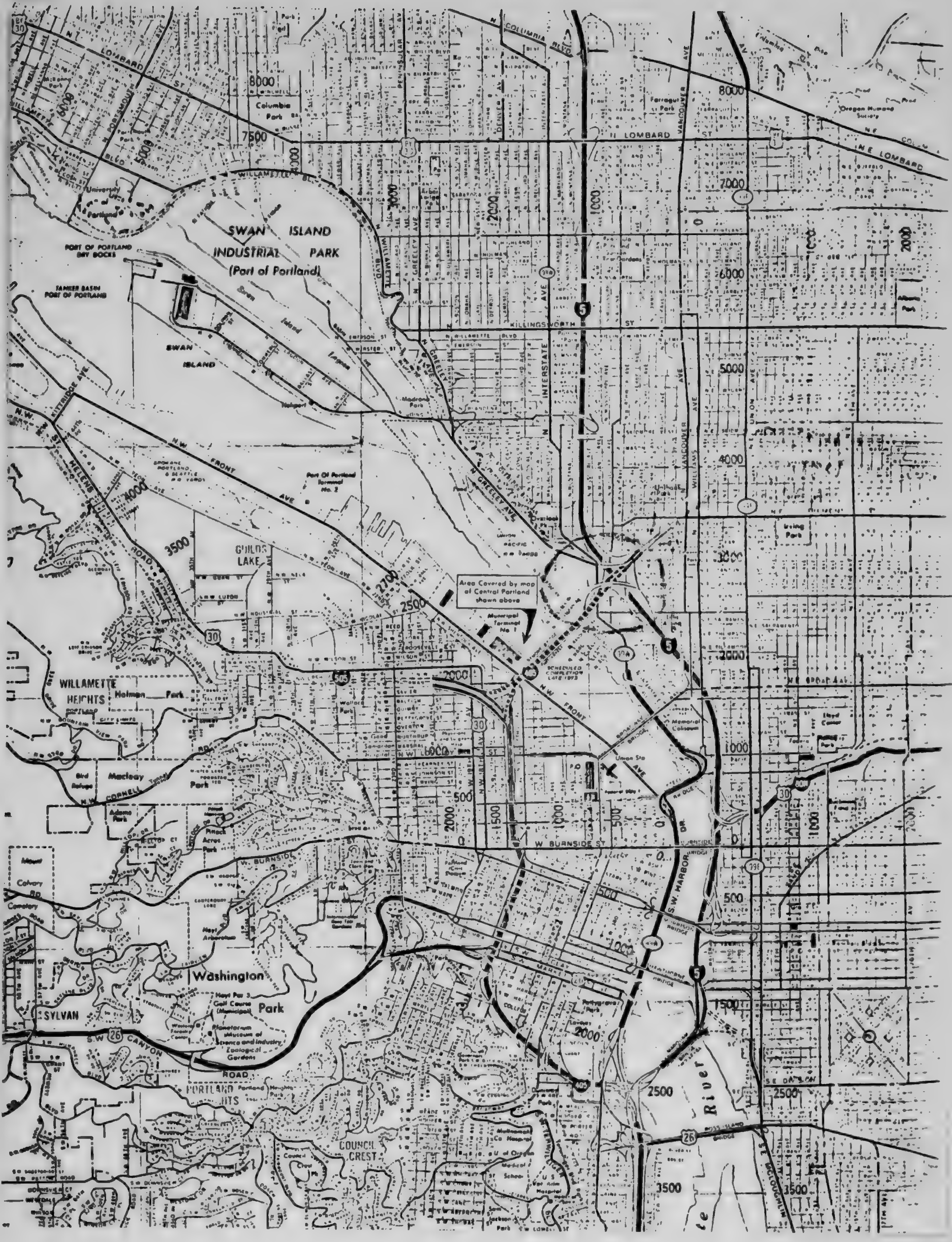
JAN E. ROSHOLT, P. E.
Public Works Director

JER:kg

cc: Board of County Commissioners
Pierre Henrickson, District Location Engineer, WSHD
Paul Yang, Director, Regional Planning


PORTLAND
AND VICINITY
SCALE OF MILES
0 1 2 3 4 6
ONE INCH EQUALS APPROXIMATELY 4.5 MILES
Freeways (Entrance and Exit only at Interchanges)
Total Mileage between Dots
© THE H. M. GOUSHA COMPANY
ALL RIGHTS RESERVED
I205
N
O
P
Q
1
2
3
4
To Astoria
Johnsons Crossing
Sara
To Tacoma and Seattle
Manor
Hockinson
Pleasant Valley
Brush Prairie
Dixie
Rocky Point
Sauvie Island
Felida
Hazel Dell
Barberton
Sifton
Camp Bonneville (National Guard)
Vancouver Jct
Vancouver Lake
Walnut Grove
Orchards
Proebstel
Minnehaha
Holbrook
Burlington
Fern Prairie
Shadybrook
VANCOUVER
Washington
Oregon
Columbia River
Evergreen
Ellsworth
Fisher
Camas
Cornelius Pass
Helvetia
N Portland
Faloma
Portland International Airport
Government Island
North Plains
Sunset
W. Union
Forest Park
Bethany
Parkrose
Blue Lake Park
PORTLAND
Fairview
Troutdale
Wood Village
Portland Hillsboro Airport
Oregon Regional Primate Center
Hillsboro
Orenco
Elmonica
Rockwood
Russellville
Gresham
Witch Hazel
Reedville
Aloha
Huber
West Slope
Raleigh Hills
Beaverton
Whitford
Hillsdale
Multnomah
Gilbert
Powell Valley
Hazeldale
Farmington
Jacktown
Progress
Metzger
Milwaukie
Happy Valley
Anderson
Laurel
Midway
Kinton
Greenburg
Tigard
Riverwood
Elk Rock
Lake Oswego
Lake Grove
Oak Grove
Clackamas
Damascus
Boring
Haley
N. Scholls
Scholls
Bonita
Durham
Jennings Lodge
Carver
Barton
Tualatin
Hazelia
Wankers Corner
Gladstone
Park Place
Six Corners
Sherwood
Tonquin
Stafford
West Linn
Oregon City
Fischers Mill
Logan
Redland
Washington Co
Yamhill Co
Votaw
Mulloy
Kruse
Springbrook
Rex
Wilsonville
New Era
Four Corners
Milo McIver State Park
Viola
Newberg
Beaver Creek
Butteville
Canby
O Neil Corners
Mundorf
Carus
Ten O'Clock Church
Eldorado
Yeagers Landing
Champoeg State Park
Barlow
Donald
Aurora
Long Elder
Mulino
Macksburg
St. Paul
To Salem
To Silverton
To Estacada
To Mt. Hood
To Yakima
To McMinnville
To Forest Grove
Bill Snyder


N
205
205
ROYAL OAKS COUNTRY CLUB
CREEK
BRIDGE
ROYAL OAK DR
PACIFIC WAY
LITTLER WAY
BURTON RD
ROYAL
BURTON
CLARK CO CHRISTIAN
WALNUT GROVE


N COLUMBIA BLVD
N LOMBARD ST
LOMBARD
N E LOMBARD
Columbia Park
Farragut Park
Oregon Humane Society
University of Portland
SWAN ISLAND INDUSTRIAL PARK (Port of Portland)
PORT OF PORTLAND DRY DOCKS
TANKER BASIN PORT OF PORTLAND
SWAN ISLAND
Swan Island Lagoon
N WILLAMETTE BLVD
GREELEY AVE
INTERSTATE AVE
VANCOUVER AVE
WILLIAMS
UNION AVE
KILLINGSWORTH ST
Madrona Park
N W ST HELENS ROAD
N W FRONT AVE
Port Of Portland Terminal No. 2
GUILDS LAKE
Area Covered by map of Central Portland shown above
Municipal Terminal No. 1
SCHEDULED COMPLETION LATE 1973
Irving Park
Memorial Coliseum
Union Sta
WILLAMETTE HEIGHTS
Holman Park
Macleay Park
N W CORNELL
Pittock Acres Park
W BURNSIDE ST
W. BURNSIDE
BURNSIDE BRIDGE
S.W. HARBOR DR.
Mount Calvary Cemetery
Washington Park
Hoyt Arboretum
SYLVAN
S.W. CANYON ROAD
Planetarium Museum of Science and Industry Zoological Gardens
PORTLAND HTS
COUNCIL CREST
Willamette River
ROSS ISLAND BRIDGE
5
26
30
405
8000
7500
7000
6000
5000
4000
3000
2500
2000
1500
1000
500
0
3500

9711

Klaboe 5

OREGON TRANSPORTATION COMMISSION

OFFICE OF GLENN L. JACKSON • c/o Pacific Power and Light Co. • Medford, Oregon • 97501

ROBERT W. STRAUB
GOVERNOR

COMMISSIONERS
GLENN L. JACKSON, Chairman
Medford
ROBERT L. MITCHELL, Secretary
Portland
TOM WALSH, Member
Portland
B. GORDON COLEMAN, Member
Eugene
MICHAEL P. HOLLERN, Member
Bend

March 18, 1976

The Honorable Mark O. Hatfield
United States Senator
463 Russell Senate Office Bldg.
Washington, D. C. 20510

E. S. HUNTE

ATTENTION: Craig Honeyman

Dear Mark:

Reasonable access to the Swan Island Industrial Park in the City of Portland has been of major concern for many years. Alternate routes and proposals have been studied by the Port of Portland, the City of Portland and other public agencies without meeting the critical need for a second access to Swan Island. In 1974 a Task Force was created by the City Council of Portland and charged with developing an alternate second access to the Swan Island Industrial Park. The Task Force members represented the City of Portland, Port of Portland, Oregon Department of Transportation, Teamsters Union, Truckers Association, neighborhood groups and other interested parties.

Early in 1975 this blue ribbon transportation Task Force recommended the implementation of the Greeley Avenue - I-5 Ramp connections as a solution to the critical needs of increasing transportation capacity to Swan Island - via a route other than North Going Street. This project was submitted to and has been approved by the Columbia Regional Association of Governments for inclusion in the regional transportation program. (See Exhibit A)

There are presently 300 acres developed with 6,000 employees on Swan Island. Proposed full development calls for 595 acres and better than 13,000 employees. This development cannot take place until additional access is provided for Swan Island. Our proposal would accomplish this and is necessary in order to permit the efficient utilization of the Swan Island Industrial Park.

Schroeder
cy Bachman
[illegible]
3-24-76

NOTED
F. B. KLABOE

RECEIVED
MAR 24 1976
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
MAR 19 '76
REFER TO
[illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File
✓						✓

The development of Swan Island is involved with the economic vitality of the central city, a step away from urban sprawl toward a much more energy-efficient urban organization and to a better use of investments in streets, utilities and the other parts of the capital investment framework. (Attached is a copy of the Port of Portland's "Swan Island Transportation Study" which sets forth future development and transportation needs.)

North Going Street is presently the sole access to Swan Island. Noise generated by heavy truck traffic using this access is incompatible with residential land use and has resulted in a history of resident complaints and organized neighborhood efforts to halt the use of Going Street as a major truck route. It is estimated that 70% of the trucks are oriented to and from the south of I-5 Freeway and would use the proposed Greeley Ramps, thus reducing the noise along Going Street.

Several alternate designs were studied in depth by our Planning, Traffic and Design staffs from which the attached plan was selected. (See Exhibits B and C). The proposed plan uses one of the existing ramp stubs in the East Fremont Interchange for the on-ramp movement from Greeley Avenue. By adding an additional lane between this entrance stub and the next off-ramp to the south, we provide four lanes for southbound traffic. This provides more width for weaving maneuvers and due to the extra lane, we are able to take a two-lane off at the next exit ramp south. This will alleviate a present lane drop and weave problem and will actually increase the level of service on I-5 which has operated at a low level of service almost since it was opened to traffic.

The off-ramp to Greeley Avenue leaves the freeway northerly of the ramp to the Fremont Bridge. This off-ramp location will permit proper signing and safe, smooth traffic flow from the freeway to the proposed exit ramp. It has an added plus in that it will remove traffic from the freeway which is currently involved in weaving across Fremont Bridge traffic to exit at Going Street off-ramp, a short distance to the north. This will improve the operation of this section during peak traffic periods.

Federal urban system funding will be necessary, and is available, to finance the construction of the Greeley Ramps and provide the much needed second access to the Swan Island Industrial Park.

No additional right of way will be required. There are no local or state funds or revenues available for this project. The Federal Highway Administrator must approve this proposal as it requires an additional access to a section of the Interstate Freeway system.

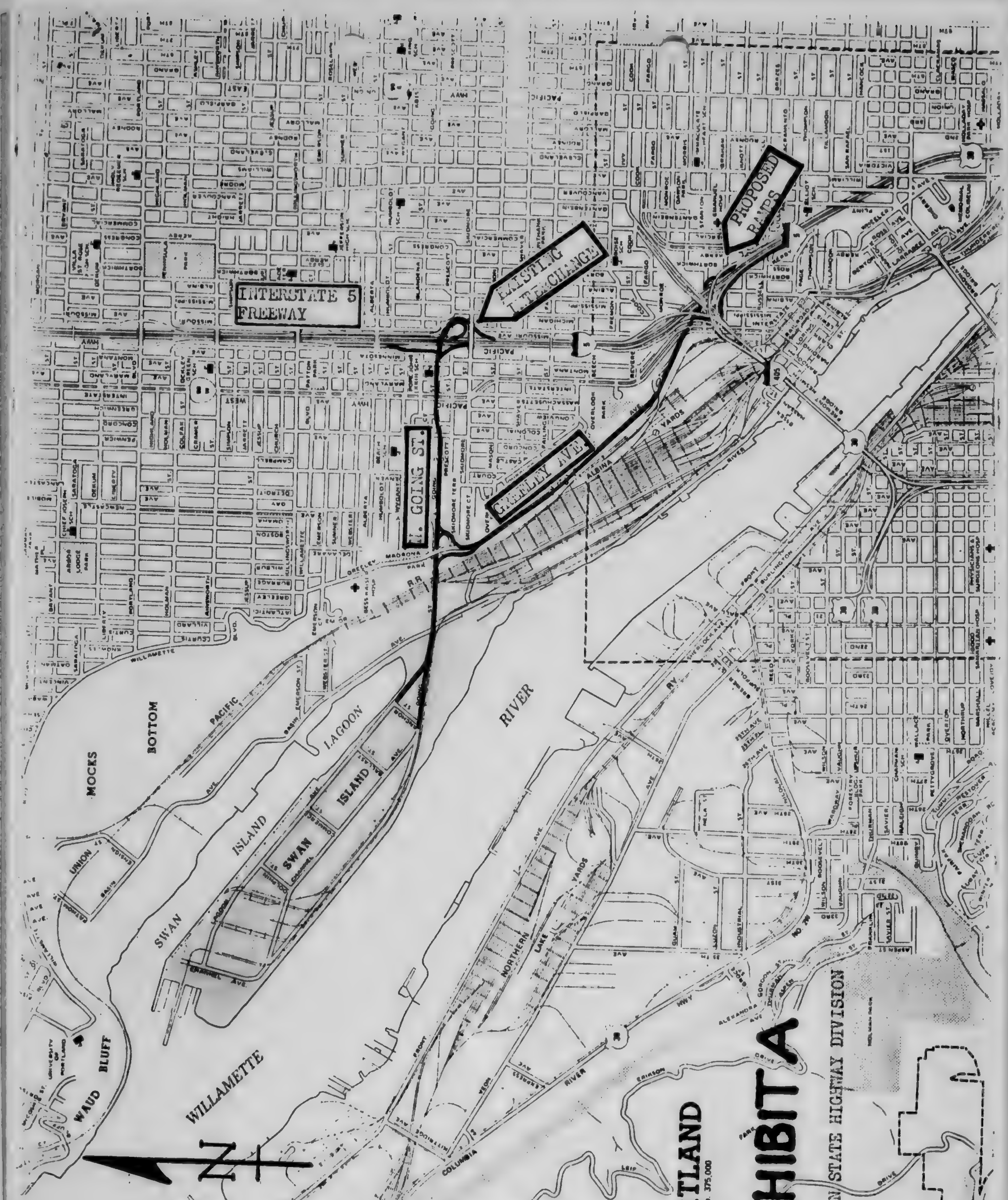
We have practically studied this project to death and have run out of practical alternatives. There are several additional developments for the Swan Island area now under study which could not be activated unless adequate access is provided. We hope that Gov. Tiemann will look at the total picture and be willing to waive the technical objections presented by the local and regional office.

Best regards.

Sincerely yours,

GLJ:cjk

Attachments


INTERSTATE 5 FREEWAY
EXISTING INTERCHANGE
PROPOSED RAMPS
N. GOING ST.
GREELEY AVE
SWAN ISLAND
SWAN ISLAND LAGOON
MOCKS BOTTOM
WILLAMETTE RIVER
WAUD BLUFF
UNIVERSITY OF PORTLAND
YARDS
NORTHERN
N

PORTLAND
Pop. 375,000

EXHIBIT A

OREGON STATE HIGHWAY DIVISION

INTERSTATE 5 FREEWAY

STANTON
FE
AA
AVE
Bridge

PORTLAND MULTNOMAH CO
OREGON STATE HIGHWAY DIVISION

PORTLAND MULTNOMAH CO
OREGON [illegible]
[illegible]

INTERSTATE 5 FREEWAY

F B
AVE

STANTON
Fremont Bridge

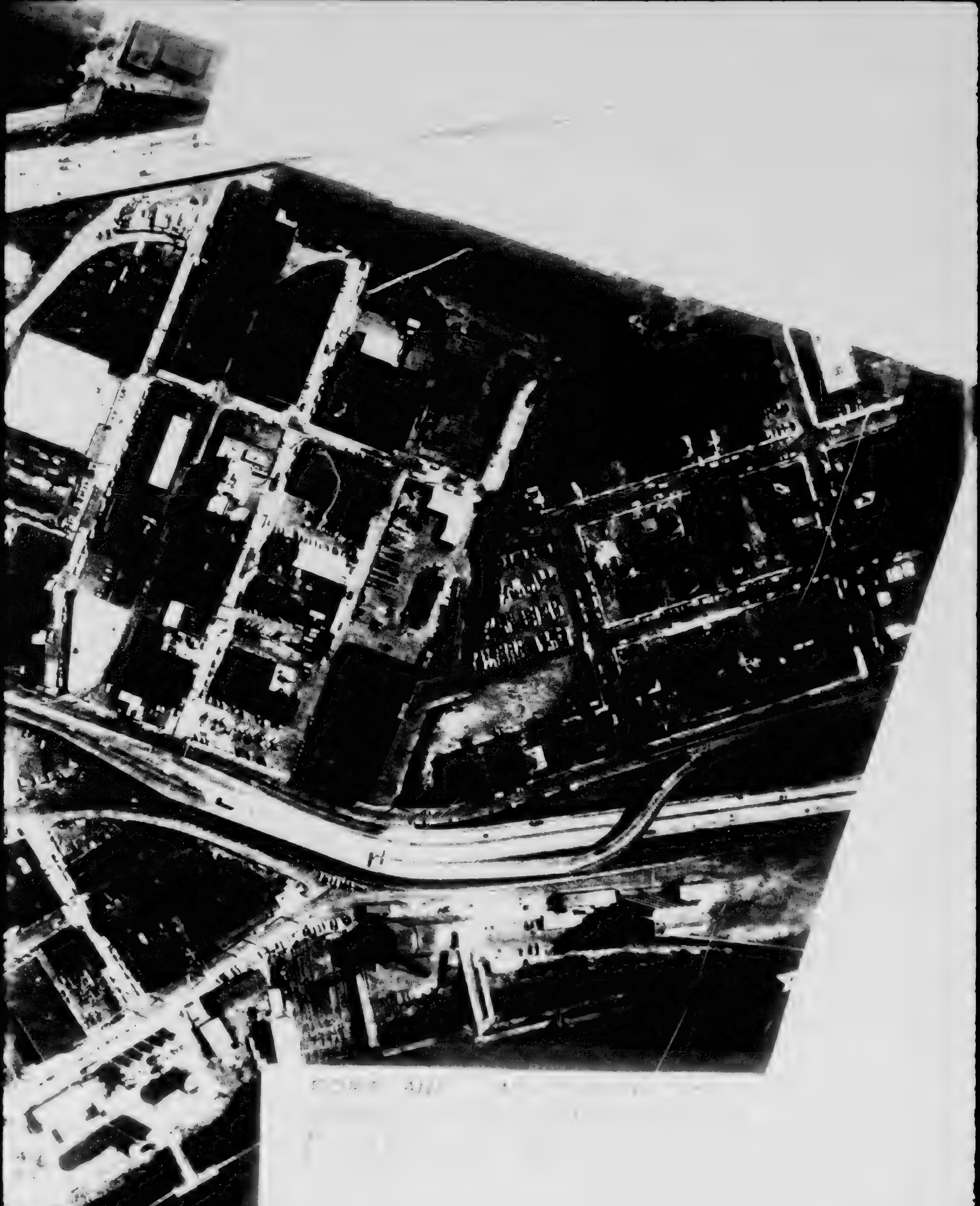
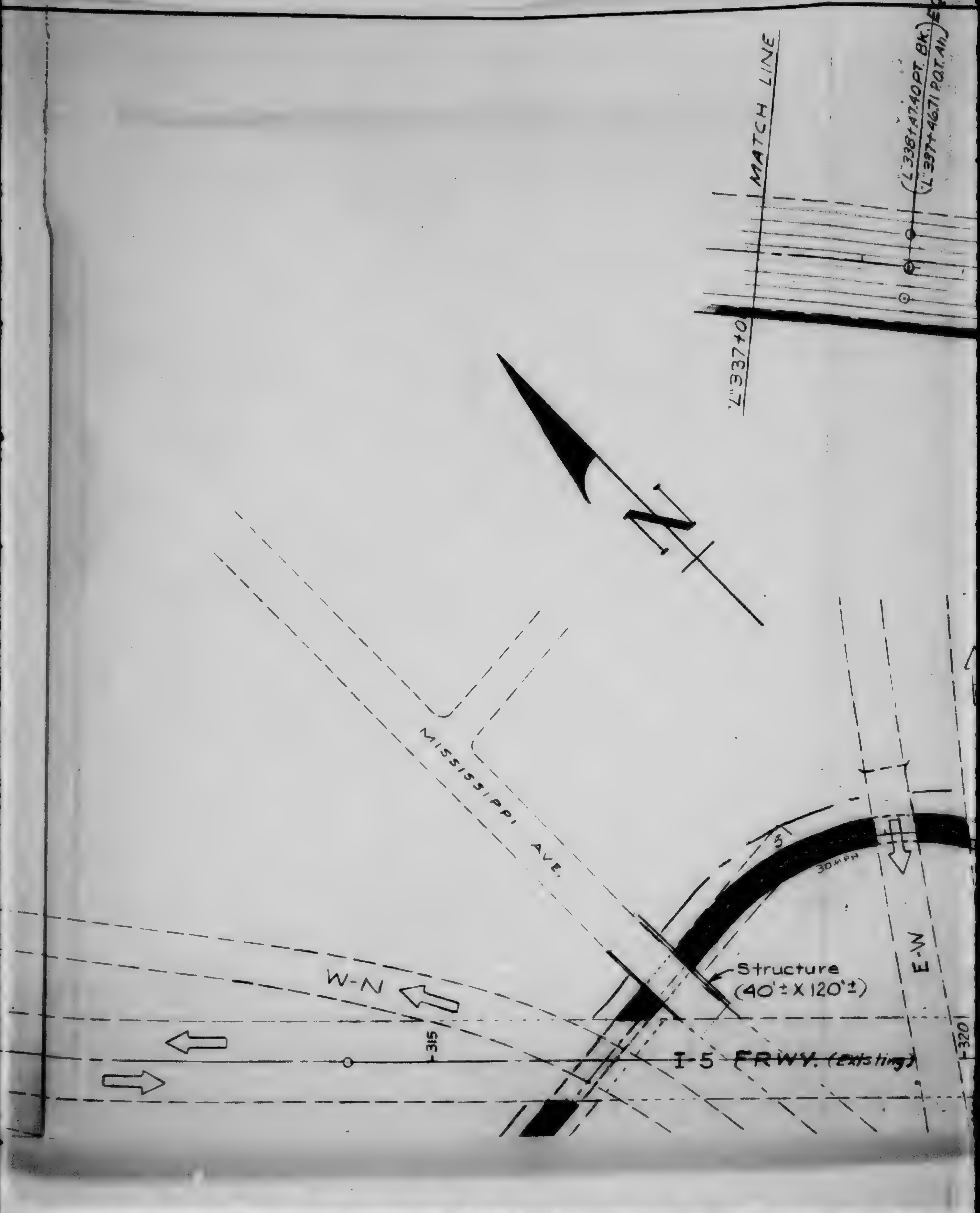
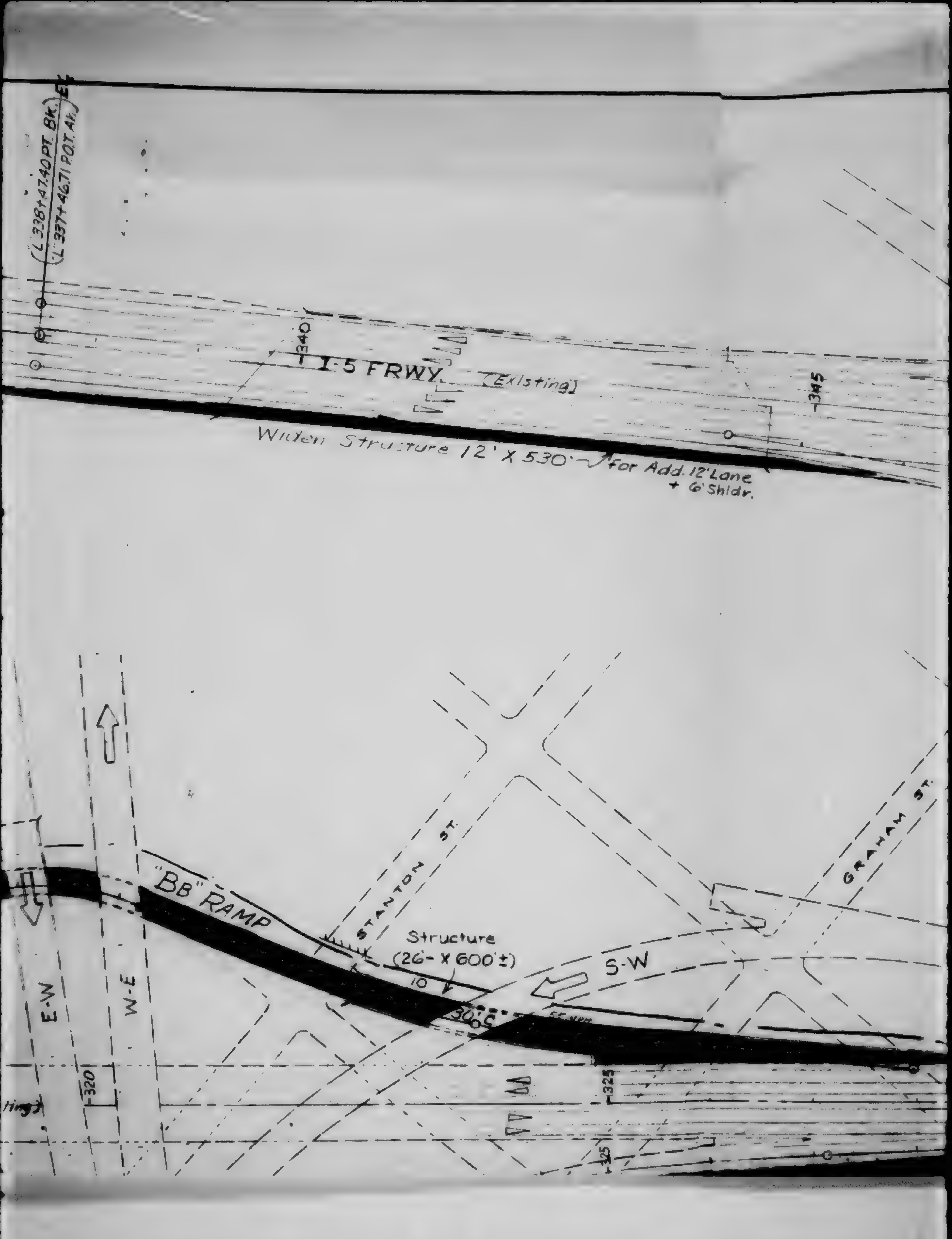


FIGURE 40 [illegible]

GOING ST INTERCH
0.4 MI.
305
310

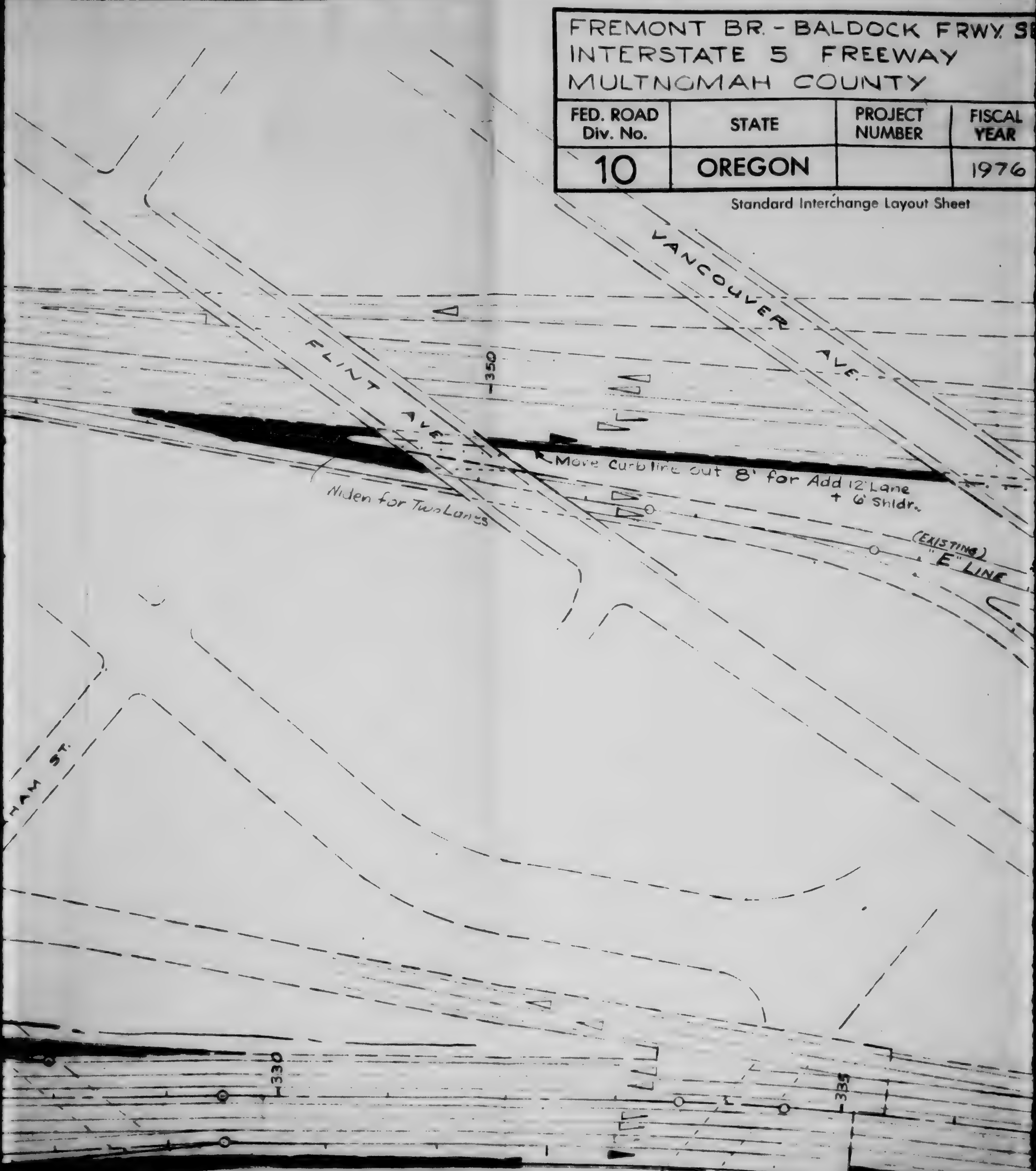

MATCH LINE
("L"338+47.40 PT. BK.)
("L"337+46.71 P.O.T. Ah.)
"L"337+0
N
MISSISSIPPI AVE.
5
30MPH
E-W
Structure
(40'± X 120'±)
W-N
315
320
I-5 FRWY. (Existing)


("L" 338+47.40 PT. BK.)
("L" 337+46.71 P.O.T. AH.)
340
I-5 FRWY
(Existing)
345
Widen Structure 12' X 530' for Add. 12' Lane + 6' Shldr.
STANTON ST.
GRAHAM ST.
"BB" RAMP
Structure (26' X 600'±)
10
S-W
30'C
55 MPH
E-W
W-E
320
325
ting)

FREMONT BR. - BALDOCK FRWY. S
INTERSTATE 5 FREEWAY
MULTNOMAH COUNTY

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR
10	OREGON		1976

Standard Interchange Layout Sheet

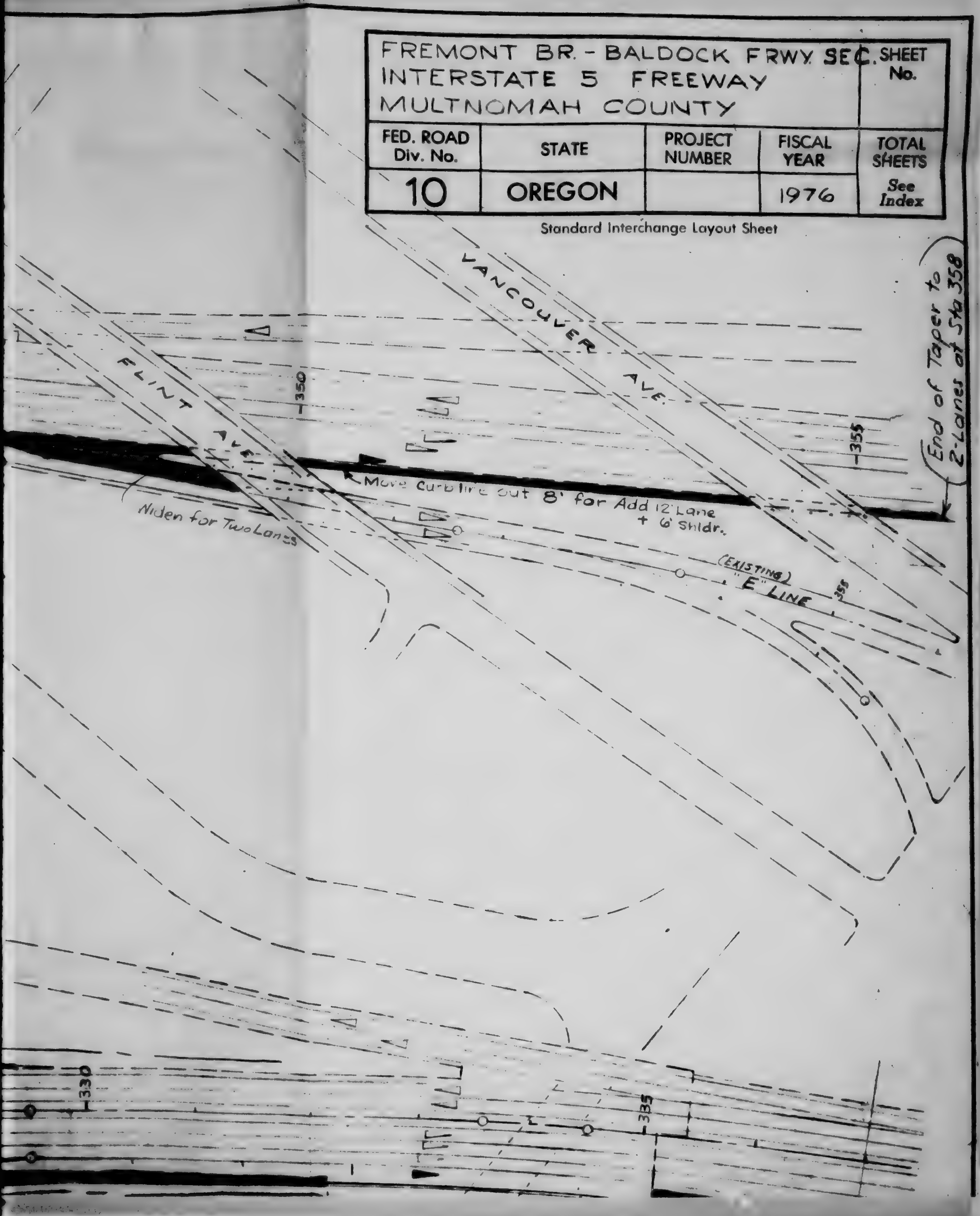

VANCOUVER AVE.
FLINT AVE.
350
Move Curbline out 8' for Add 12' Lane + 6' Shldr.
Widen for Two Lanes
(EXISTING) "E" LINE
HAM ST.
330
335

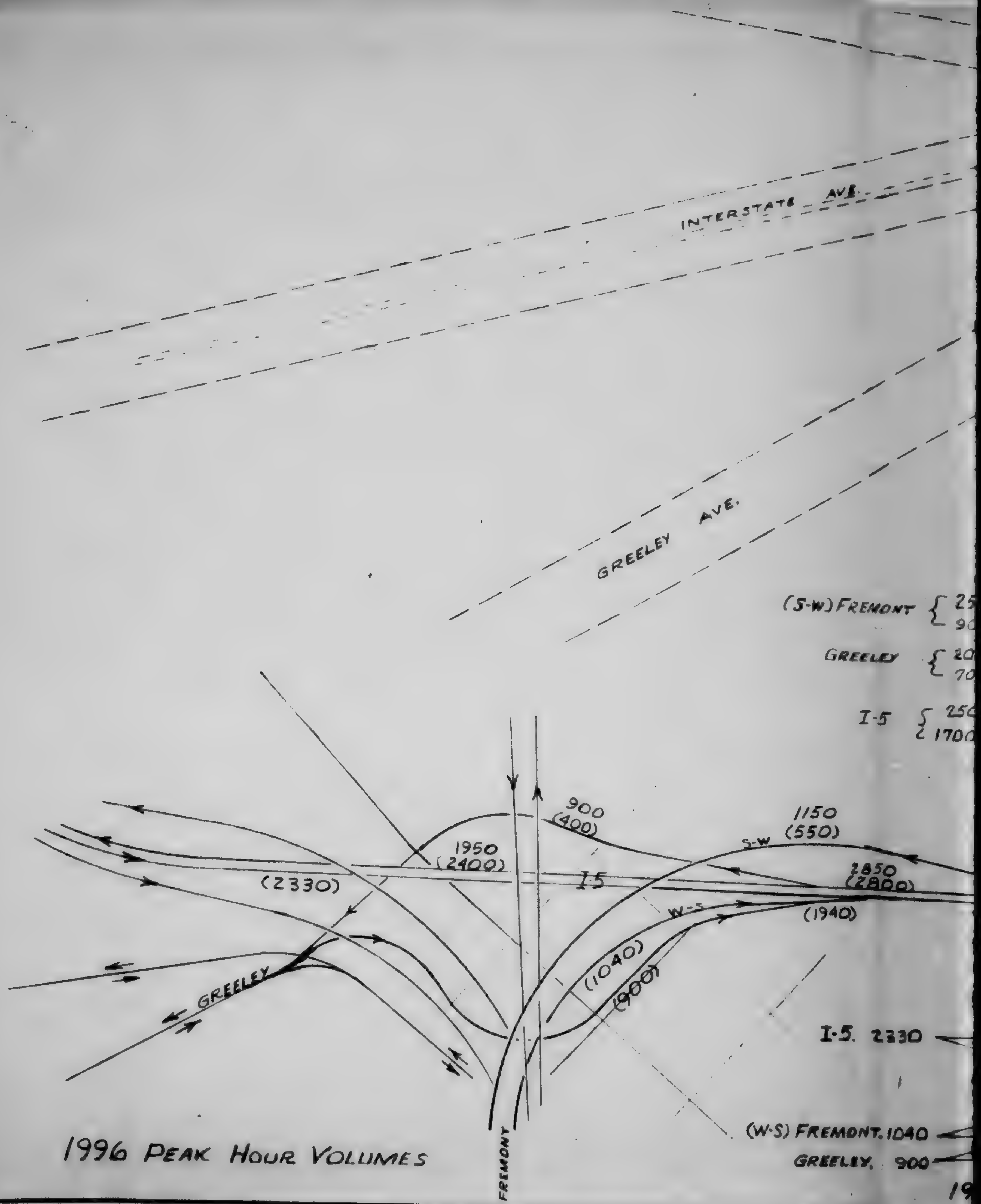
FREMONT BR. - BALDOCK FRWY. SEC.
INTERSTATE 5 FREEWAY
MULTNOMAH COUNTY

SHEET No.

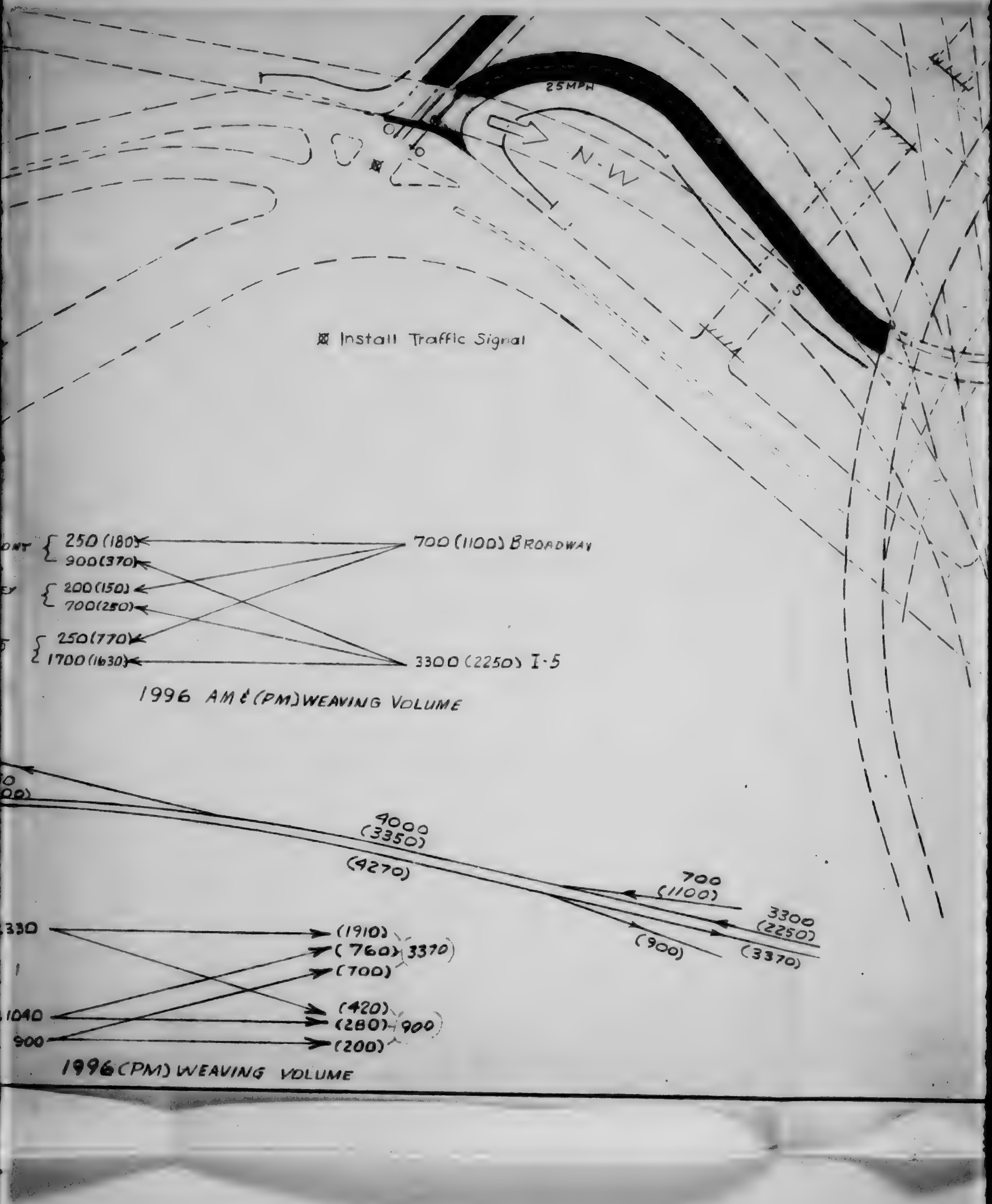
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON		1976	See Index

Standard Interchange Layout Sheet


VANCOUVER AVE.
FLINT AVE.
350
355
Move curb line out 8' for Add 12' Lane + 6' Shldr.
Widen for Two Lanes
(EXISTING) "E" LINE
355
End of Taper to 2-Lanes at Sta 358
330
335

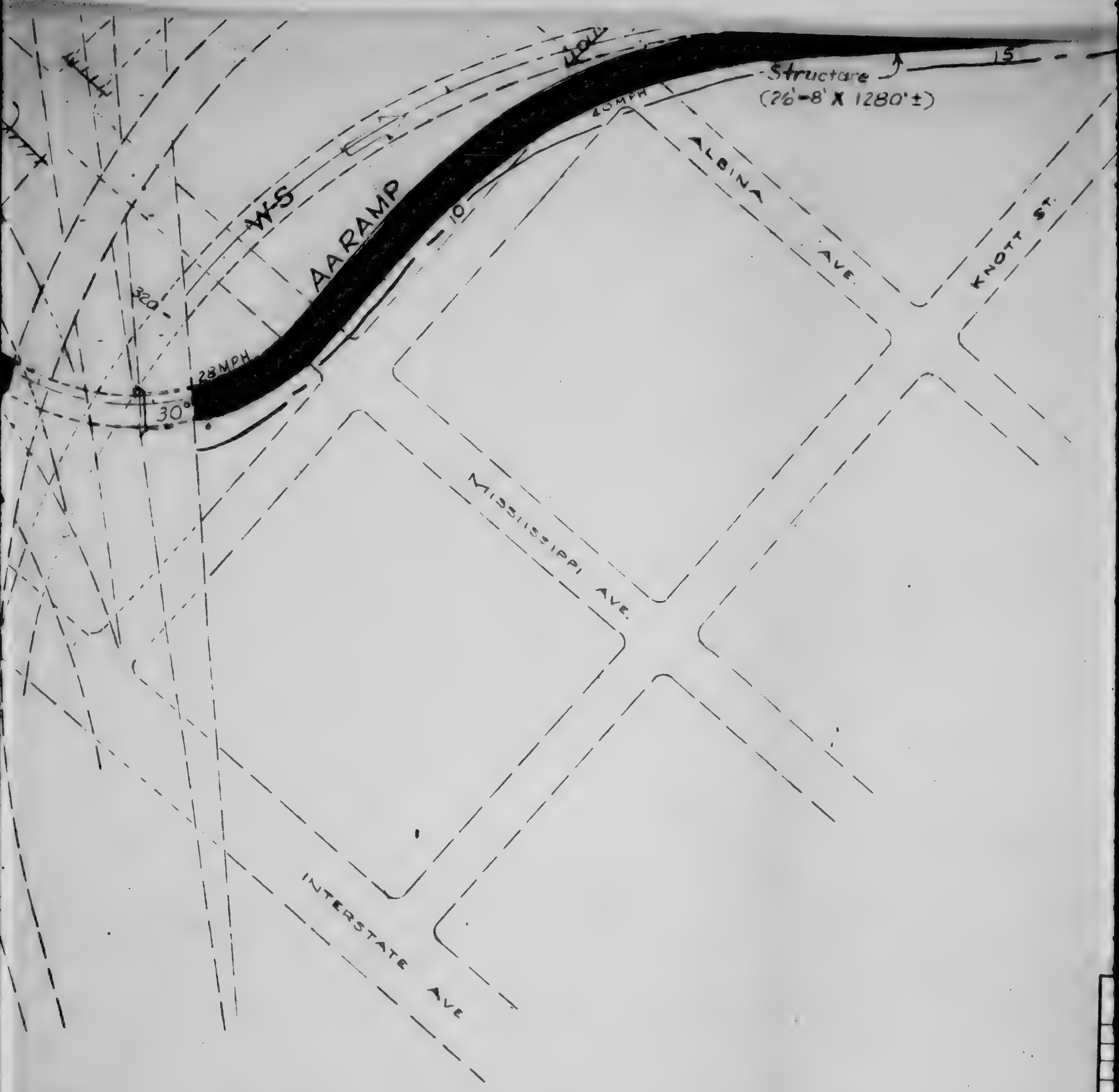

INTERSTATE AVE.
GREELEY AVE.
(S-W) FREMONT { 25 90
GREELEY { 20 70
I-5 { 250 1700
900 (400)
1150 (550)
S-W
1950 (2400)
(2330)
I-5
2850 (2800)
W-S
(1940)
(1040)
(900)
GREELEY
I-5. 2330
(W-S) FREMONT. 1040
GREELEY. 900
19
FREMONT

1996 PEAK HOUR VOLUMES

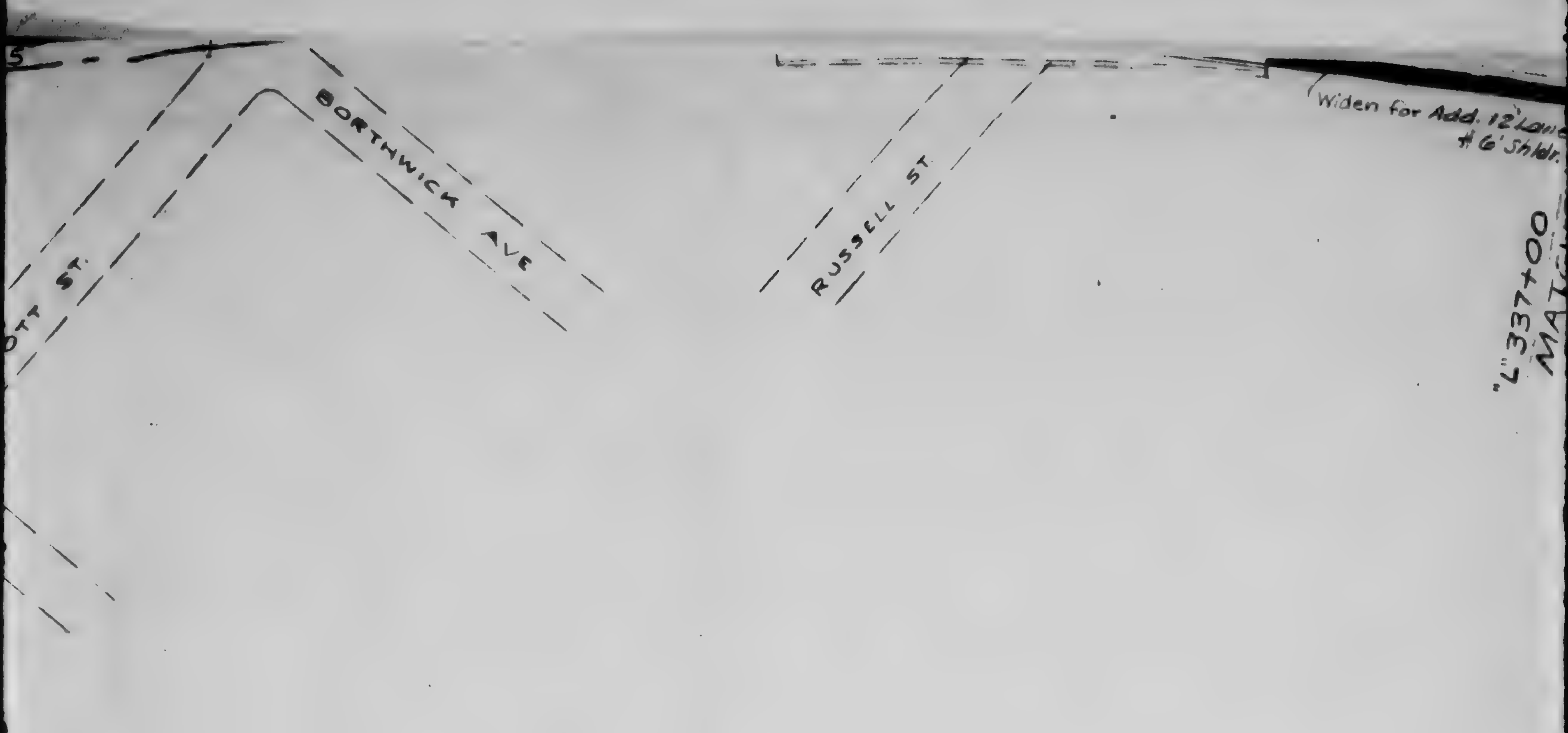

25MPH
N-W
5
☒ Install Traffic Signal
ONT
250 (180)
900 (370)
EY
200 (150)
700 (250)
250 (770)
1700 (1630)
700 (1100) BROADWAY
3300 (2250) I-5
4000
(3350)
(4270)
700
(1100)
3300
(2250)
(900)
(3370)
330
1040
900
(1910)
(760) 3370
(700)
(420)
(280) 900
(200)

1996 AM & (PM) WEAVING VOLUME

1996 (PM) WEAVING VOLUME



Structure
(26'-8' X 1280'±)
15
40 MPH
10
W-S
AARAMP
320
28 MPH
30°
ALBINA AVE.
KNOTT ST.
MISSISSIPPI AVE.
INTERSTATE AVE


5
BORTHWICK AVE
RUSSELL ST
OTT ST.
Widen for Add. 12' Lane
& 6' Shldr.
"L" 337+00
MATC

PRELIMINARY LAYOUT SHEET

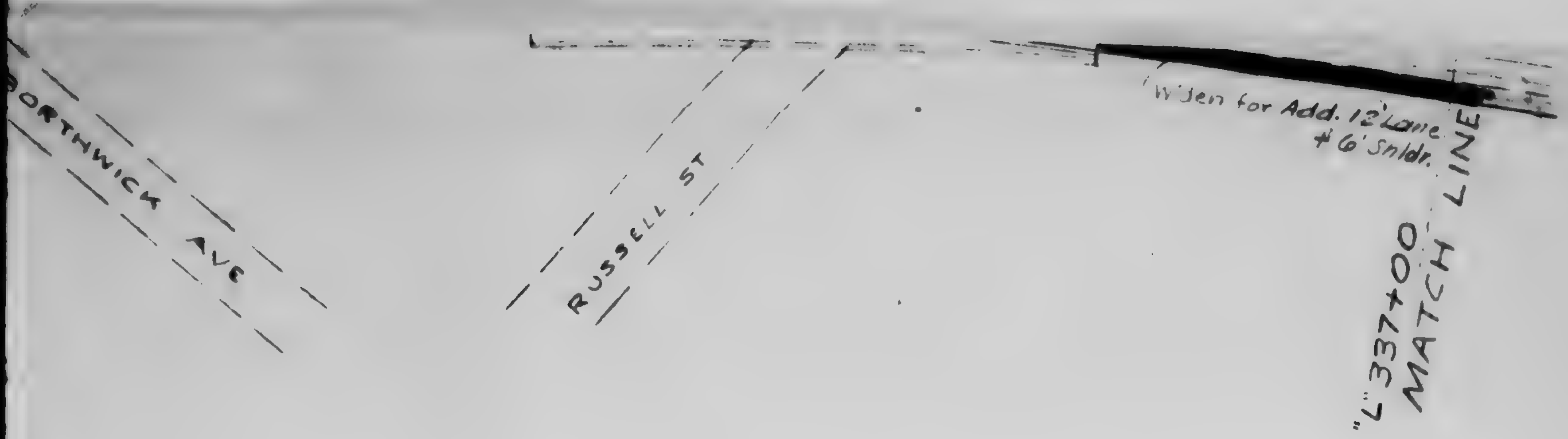
FINAL DESIGN WILL BE AS SHOWN ON CONSTRUCTION PL
FINAL R/W WILL BE AS SHOWN ON R/W MAP.
FINAL ACCESS CONTROL WILL BE AS SPECIFIED IN DEEDS.

EXHIBIT C

DATE	REVISION	BY

NO GREELEY AVE. CONN
SCALE 1" = 100'
MILE POST 3
Date Jan. 20, '76 Signature

[redacted]


ORTHWICK AVE
RUSSELL ST
Widen for Add. 12' Lane & 6' Shldr.
"L" 337+00 MATCH LINE

PRELIMINARY LAYOUT SHEET

FINAL DESIGN WILL BE AS SHOWN ON CONSTRUCTION PLANS.
FINAL R/W WILL BE AS SHOWN ON R/W MAP.
FINAL ACCESS CONTROL WILL BE AS SPECIFIED IN DEEDS.

HIBIT C

REVISION	BY

NO GREELEY AVE. CONN

SCALE 1" = 100' MILE POST 303.1

Date Jan. 20, '76 Signature

[redacted]

/ 9711

NE PE PR1 PR2 DE
O.S.H.D. = METRO
FORM 81-734-3030
MAR 17 1976

OE.

FILE T/A

5

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Portland, Oregon 97213
March 17, 1976

FILE: 74-5

FROM: Leon Sage
Information Officer

SUBJECT: Greeley - I-5 ramps

NOTED
E. S. HUNTER

TO: Memo to the Files

Bob Bothman met today with businessmen concerned with the subject project. Attending in his office were:

Dorothy Arnold	Avery Plumbing	850 N. Graham St. (288-5269)
Craig Kreutz	Craig Mfg. Co.	911 N. Monroe St. (287-6400)
Art Bourne	A & M Lift Truck	845 N. Graham St. (288-7061)
/Bruce Bosch	Superior Machine Pr.	66 N.E. Russell St. (288-5766)
Gary Pullen	Oregon Retinners	2712 N. Mississippi Ave. (287-7696)
/Dick Clark	Roy Mfg. Co.	3113 N. Mississippi Ave. (284-6002)
Bill Dirker	City	
Max Klotz	OSHD	
Leon Sage	OSHD	

NOTED
F. B. KLABOE

NOTED
R. L. SCHROEDER

Bob summarized the status of the project request initiated by the City. The highway division submitted the request, with a schematic design and traffic analysis, to the local office of the FHWA with a recommendation of approval. They in turn submitted the request, with their analysis and report, to the region office with a recommendation of disapproval. The region office reviewed the project and submitted it to the Washington, D.C. office with a recommendation of disapproval. It is expected to take at least a month for the Washington office to make a final decision.

The schematic plan that accompanied the project request was shown. The southbound ramp to I-5 is lengthened over previous plans to allow traffic to gain speed to facilitate the merge with freeway traffic. This plan adds a lane southbound to the Broadway off-ramp. Structures are used to avoid at-grade intersections with Mississippi Avenue.

RECEIVED
MAR 22 1976
Office of
Assistant State Highway Engineer

The businessmen presented a scheme to purchase residential property on Going St. for a 6-lane facility with a grade separation at Interstate Ave. Bob showed them a similar plan, developed by the highway division. He said this plan will not function properly unless the ramps to I-5 are expanded to 2 lanes. This would require FHWA approval because of increased traffic volume entering an Interstate freeway. The cost would also be prohibitive without federal funding.

Bill Dirker described the grandiose Swan Island access plans developed by the Swan Island Task Force. He explained they were too costly and still didn't funnel the traffic where it wanted to go. The Greeley route was approved by the City of Portland because it could be funded and it would create an additional access to I-5. This access is needed to facilitate future planned development of Swan Island.

The meeting was adjourned with the note that the project had two strikes on it, because of local and regional FHWA disapproval, but it was not yet out. The businessmen requested written confirmation of the FHWA action to date, and to be advised of all future developments.

George Bell
FB KLABOE
3-17-76
ESH
HC

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TATE HWY ENGR
MAR 18 '76
EFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

9719

5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 74-5

March 8, 1976
Portland, OR 97213

FROM: ROBERT N. BOTHMAN ebg
Ass't. State Highway Engineer

SUBJECT: Greeley Street ramps to I-5

TO: MEMO TO THE FILE

NOTED
E. S. HUNT

I met with Darrell Arnold, William Bosch, and Gary Pullen on the subject. I presented five preliminary schemes on photographs for connecting Greeley to I-5, as well as the sketch design presented to FHWA.

I indicated that no design was underway on the project, although several schemes shown had been developed in order to request authorization to proceed with design of a project. I further indicated that the final design scheme presented to FHWA in order to receive authorization to proceed with the project makes the most sense to those concerned, and it would most likely be close to a design to be pursued. I explained the problems with existing ramps, elevations, columns, and restrictions to other alternatives.

I reviewed the effort of the Swan Island Task Force, briefly going through that report with the three gentlemen, for background data.

They presented a scheme as an alternative to developing Greeley, that being to acquire the one block of residential property on the eastside of Going at an assessed value of $900,000. Their proposal was that this would be a less expensive alternative than providing the ramps which would only be a short-term solution as the traffic picked up on Greeley with the further development of Swan Island.

I set a second meeting for March 16, to review their proposal and the Swan Island Task Force effort with Dirker and Lind who were unable to attend the meeting on March 8.

ebg

cc: F. B. Klaboe
Bill Dirker
Bill Lind

RECEIVED
MAR 11 1976
Office of
Assistant State Highway Engineer

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STATE HWY ENGR
MAR 10 '76
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ESH
FOR

Info	Inves	R/D	D/R	Sign	Act	File
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NOTED
F. B. KLABOE

NOTED
R. L. [illegible]

9719

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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

March 3, 1976

FILE:

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: Swan Island Access
Greeley Ramps

TO: R. N. Bothman
Metropolitan Engineer

In our meeting a couple of months ago with Representative Crest, Teamsters Union, City of Portland, Port of Portland, a neighborhood group and others, a question was raised why there had not been any contact between the Port of Portland and the Highway Division on the Swan Island Access. The implication was that here was two state agencies going their separate ways with no discussion concerning the Greeley Ramps-Swan Island Access, etc.

Attached are copies of correspondence by D. J. Barbee, A. E. Johnson and Don Bergstrom dated in November of 1969 concerning the Greeley Ramp Access to Interstate 5.

JHV:jh
cc: R. L. Schroeder

NOTED
R. L. SCHROEDER

Salem, Oregon
November 25, 1969

Interstate 5 Freeway
East Fremont Interchange Area
Proposed Connections from
Greeley Avenue to I-5

Mr. A. E. Johnson
Metropolitan Engineer
5821 N.E. Glisan Street
Portland, Oregon

Enclosed is a print of the East Fremont Interchange showing existing and contracted piers and columns colored in red. It is fairly obvious in looking at this map that no connections to or from Greeley can be made to Interstate 5. A standard acceleration lane from Greeley onto Interstate 5 southbound is impossible and the reverse move cannot be woven between the forest of columns under the main line structure. Local street connections are frowned upon at such a junction of highways as this.

We are satisfied that this suggestion cannot be constructed to a standard we could live with.

ORIGINAL SIGNED BY
D. J. BARBEE

D. J. Barbee
Design Engineer

DNS:jp
Enclos.
cc: F.B. Klaboe

Routing
Barbee
Hall
A. Olson
Sample
Terpin
Swenson

RECEIVED
NOV 8 1969
DESIGN
DIVISION

Trout
Wills
Heckleman
Scott
R. Olson
Carstensen

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
November 14, 1969

SUBJECT: I-5 Freeway
East Fremont Interchange Area
Proposed Connections from Greeley Ave. to I-5

To: Mr. D. J. Barbee
Design Engineer
Salem

Recently the Port of Portland held an informational meeting at which Metropolitan Division representatives attended, at which time they explained the proposed development of Swan Island Industrial Park consisting of both Swan Island and Mocks Bottom. The purpose of the meeting was to present traffic problems in connection with access to and from Swan Island Industrial Park. It was explained that access by way of Portland Boulevard had been explored but was being resisted strenuously by property owners. Another solution was to utilize Going Street expanded to six lanes, and they indicated that with the predicted traffic volumes, widened on- and off-ramps to I-5 would undoubtedly be required as well as possible additional lanes on I-5. At this time our remarks were to the point that the development of Swan Island Industrial Park could hardly be based on utilization of I-5 only and that it would be our recommendation full utilization of city arterials be developed and used before consideration for any improvements to I-5 could be considered.

Subsequent to this the Port of Portland has proposed another possible solution for access by way of N. Greeley Avenue with connections to I-5 in the East Fremont Interchange area.

Enclosed are a letter and sketch map from Mr. D. E. Bergstrom, Traffic Engineer, from the City of Portland, asking that we consider the feasibility of such a plan, and I submit it to you for your comments in order that I may answer both Mr. Bergstrom and the Port of Portland.

AE Johnson

A. E. Johnson
Metropolitan Engineer

Letter to Johnson

AEJ:lh
Enc
cc: F. B. Klaboe, w/Attach.
Tom Edwards, "

1
2
3

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1969

MENT OF PUBLIC WO S
WILLIAM A. BOWES
COMMISSIONER

BUREAU OF TRAFFIC ENGINEERING
D. E. BERGSTROM
TRAFFIC ENGINEER

OFFICE ADDRESS: 420 S. W. MAIN ST.
MAILING ADDRESS: 414 CITY HALL - 97204

CITY OF PORTLAND
OREGON

November 3, 1969

Mr. A. [illegible] Johnson, Metropolitan Engineer
State Highway Department
5821 N.E. Glisan Street
Portland, Oregon 97213

Dear Mr. Johnson:

As you know, the Port of Portland is studying the problem of a second access to the Swan Island Industrial Park.

One of the possible solutions is to drop N. Greeley Avenue down into Mocks Bottom and encourage the use of N. Greeley Avenue.

We feel this solution has good potential providing access to the freeway can be developed somewhere near the East Fremont Interchange. The enclosed sketch shows an idea that we think might serve this purpose.

Would you please check this and determine if this or a similar plan is feasible? We will gladly discuss this with you.

Sincerely,

D. E. Bergstrom
D. E. BERGSTROM
Traffic Engineer

RCS:ba
Encl.

METROPOLITAN ENGINEER
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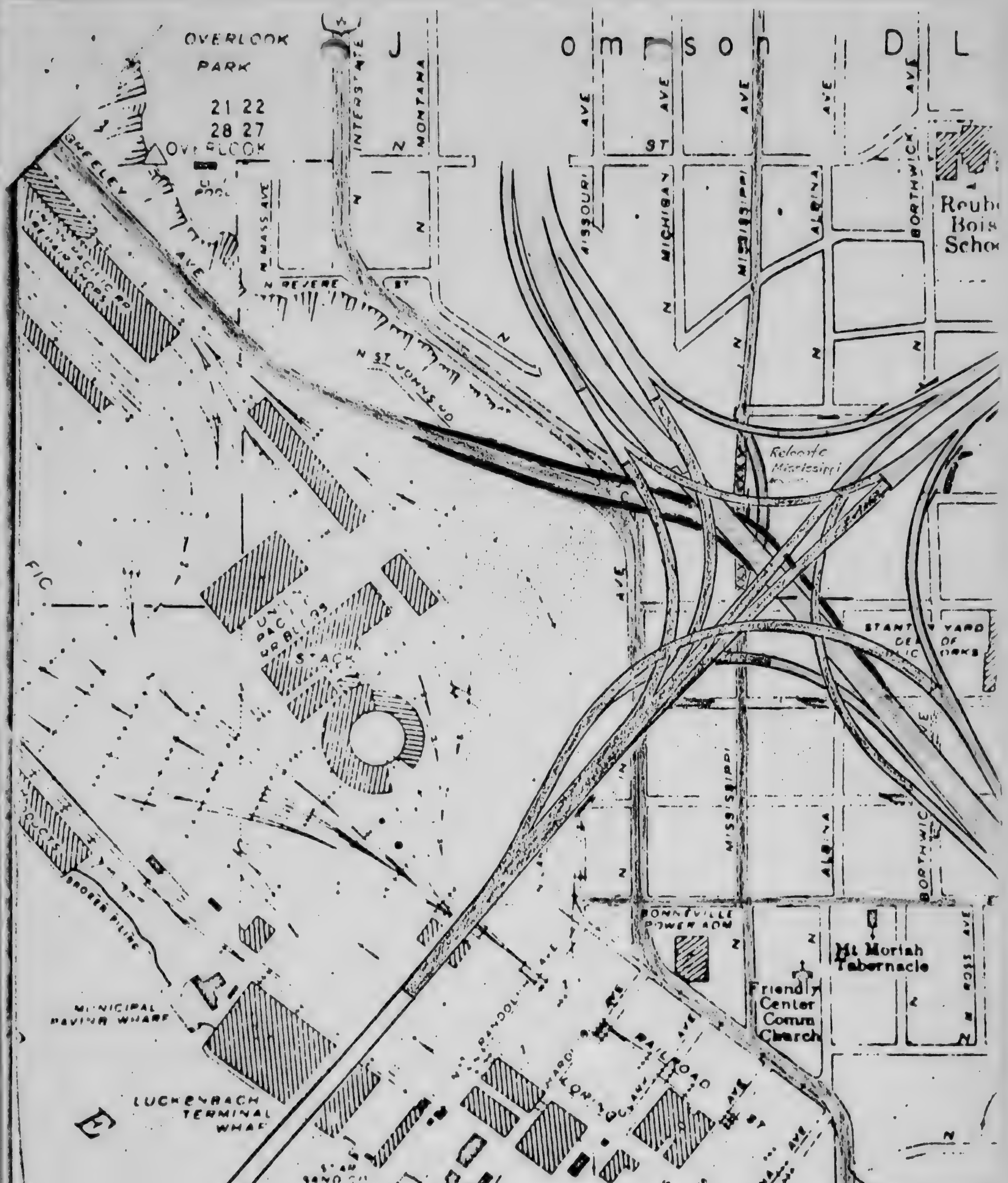
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GREELEY AVE
UNION PACIFIC RR
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Relocate Mississippi
UNION PACIFIC RR BLDGS
STACK
STANTON YARD
DEPT OF PUBLIC WORKS
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ALBINA
BORTHWIC
BONNEVILLE POWER ADM
Mt Moriah Tabernacle
Friendly Center Comm Church
BROKEN PILING
MUNICIPAL PAVING WHARF
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N RANDOLPH AVE
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N LEWIS ST
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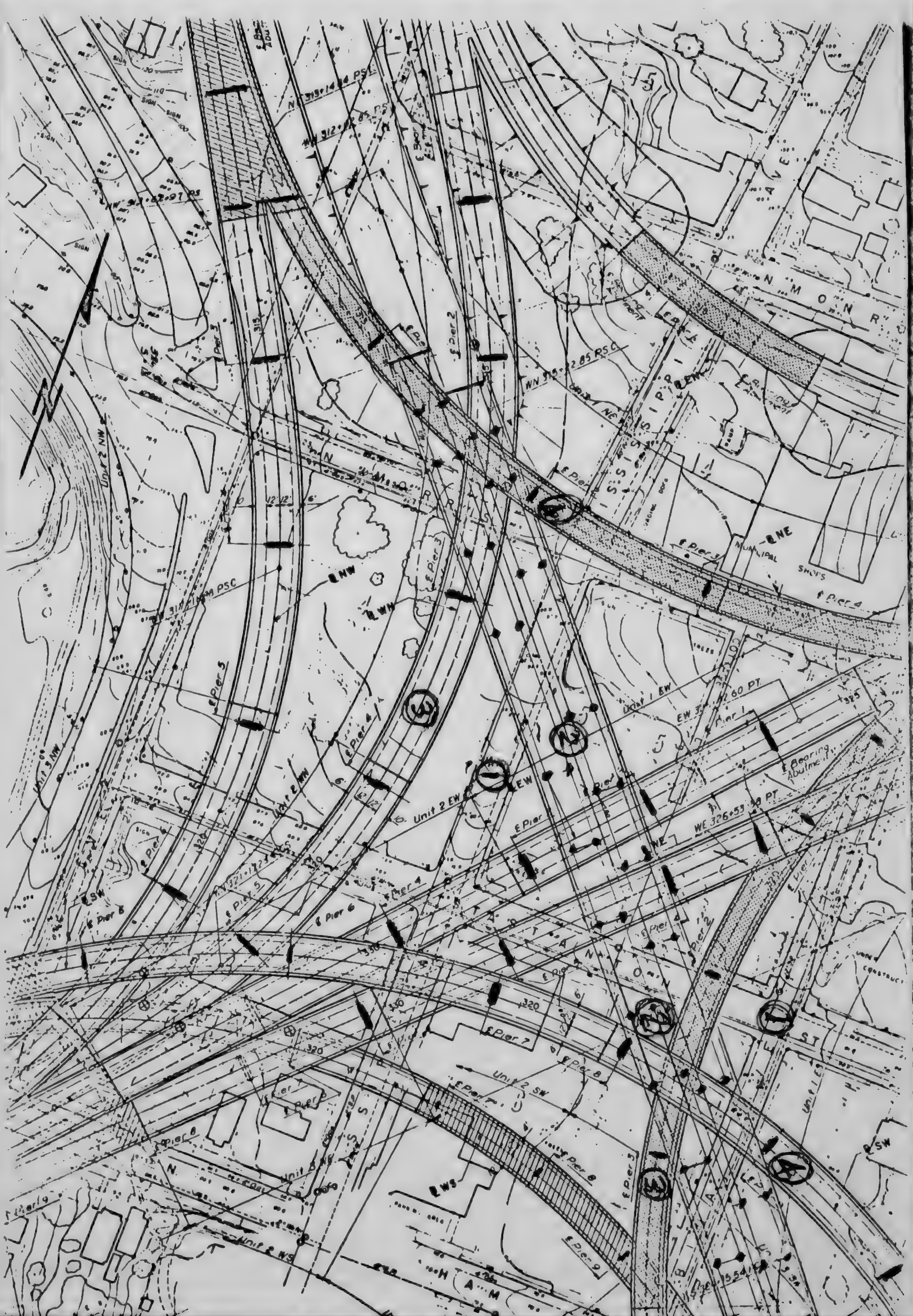
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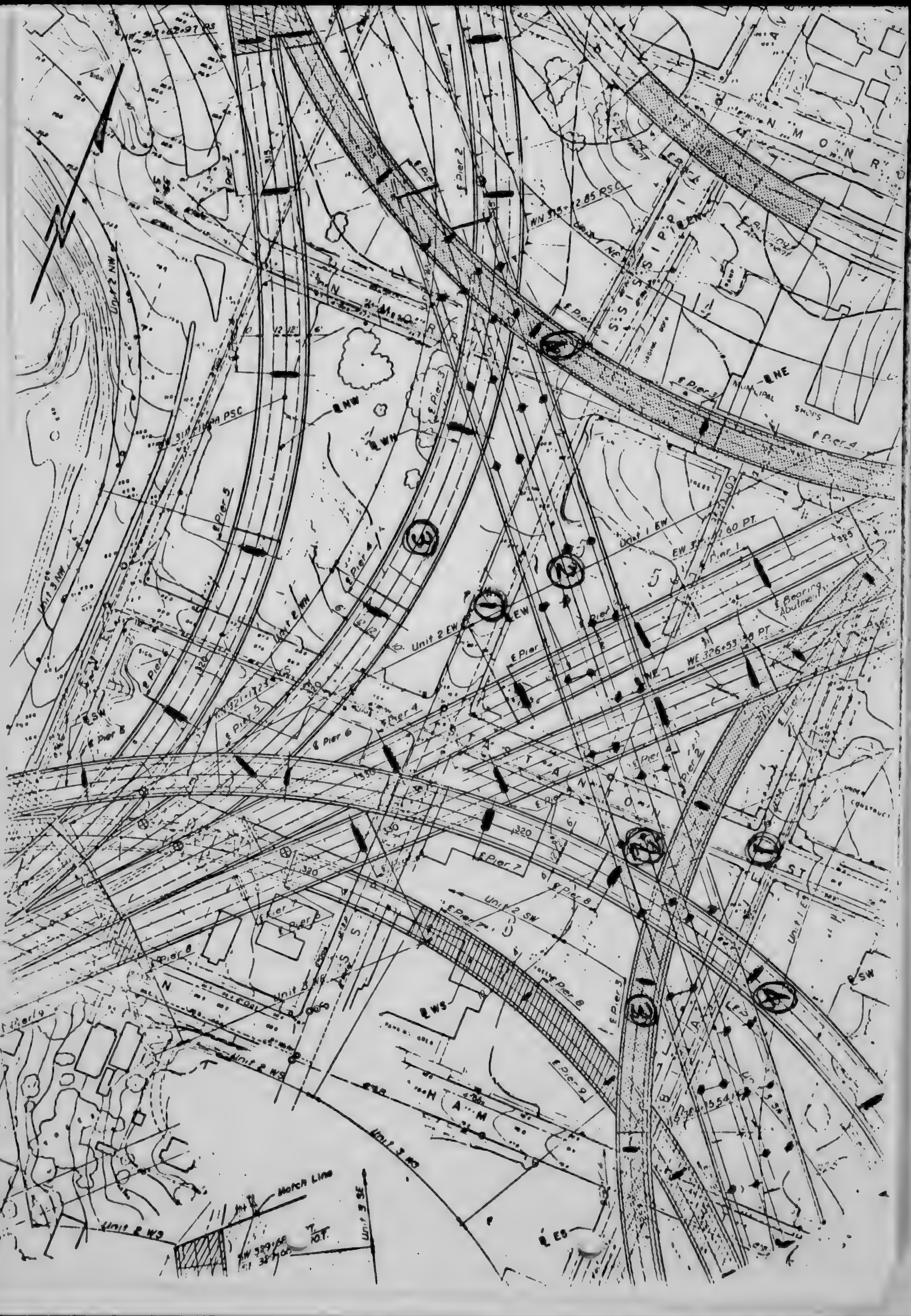
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Unit 3 NW
WN 318+19.99 PSC
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℄ Pier 5
℄ Pier 6
℄ Pier 7
℄ Pier 8
℄ Pier 9
℄ Pier 1
℄ Bearing Abutment
Unit 1 EW
EW 3__+__ 60 PT
Unit 2 EW
WE 326+53.39 PT
Unit 2 WN
Unit 2 SW
Unit 1 E
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Unit 3 NS
Unit 2 WS
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SW 329+66
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1983 Greeley Connection to I-5 9729
Sec. Pacific Hwy. in Portland
(Gr, pv, str, sign, ill, sig & ldsp)#1

9729

N

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
February 10, 1976
Salem, Oregon

FILE:

FROM: Gary A. Potter, Manager
Environmental Section

SUBJECT: Greeley Ramp Connections

TO: J. H. Versteeg
Road Design Engineer

Based on the traffic analysis supplied to you by John Hanks, the following environmental benefits are expected from the proposed Greeley I-5 ramp design:

1. Traffic relief on N. Going will lower noise levels at adjacent residences. Reductions stemming from an assumed 70 percent reduction of truck traffic will not, however, reduce L_{10} sound levels to within FHWA guidelines. This fact has been properly assessed in a memo ~~(attached)~~ written by Adrian Olson (June 18, 1975). Noise in the I-5, Greeley ramp area will increase slightly. This tradeoff is not of major importance since critical residential receptors are absent.

2. Improved traffic flow in the North Going area should improve localized air quality in the short-term (assuming auxiliary lane is added to I-5). Air quality in the I-5, Greeley ramp area will experience a slight reduction. To the extent that the ramps contribute to additional Swan Island development and subsequent traffic generation, the immediate gains will be diminished and ultimately negated.

In short, the greatly increased employment on Swan Island envisioned by the Phase I and Phase II development plans is not likely to occur without some negative environmental tradeoffs. Whether or not the anticipated long-term decline in air quality is of a significant magnitude cannot be accurately gauged without technical study. A few changed assumptions regarding the mode of transit to and from Swan Island or the rate of development of Swan Island (which is presently undetermined) could alter the long-term picture.

GAP:CG:sz

Attachment

1 Versteeg
2 Olson AO
Turpin
Scott
Swenson
Anderson
Trout

RECEIVED
FEB 10 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
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7129

February 10, ~~1977~~ 1976

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
Box 300
Salem, OR 97308

Dear Mr. Green:

N. Greeley Connections
East Fremont Interchange
I-5-6(-)302
Your File 1041DA

On January 26 a revised preliminary layout sheet was submitted to you covering the N. Greeley connections. Your January 8 letter requested additional data, analysis, and evaluations which follow:

1. Attached is an analysis of the proposal by our Planning Section. We do not anticipate any signing problems and it is expected this plan will reduce the truck movements on Going Street by 70 percent, effecting a 5- to 6-decibel reduction in noise.

2. The purpose of the project is to reduce the volume of truck traffic on Going Street between I-5 and Greeley Avenue. In 1974, a Swan Island Task Force was created and charged with developing alternative second-access routes for consideration. In early 1975, the Task Force recommended implementation of the Greeley Avenue to I-5 ramp connection and the Basin/Going Interchange as an interim solution to the need of increasing transportation capacity to Swan Island via a routing other than N. Going Street.

Subsequently, both projects were submitted to CRAG for inclusion in the Regional Transportation Improvement Program.

Currently, N. Going Street is the sole access to Swan Island. Noise generated by heavy truck traffic using this access is incompatible with the adjacent residential land use and has resulted in a history of resident complaints and organized neighborhood efforts to halt the use of Going Street as a major truck route.

3. Attached is an environmental statement.

4. Attached is a copy of the Port of Portland's "Swan Island Transportation Study" which sets forth future development and transportation needs.

This new plan (which was submitted to you January 26) removes the objectional features of previous designs and, in fact, increases the level of service on this section of I-5. It is expected to cost about $3.5 million to construct.

Your concurrence in this proposal is requested so detailed design work can be programmed to refine the plan.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

Attachments

bc F. B. Klaboe
R. L. Schroeder
J. H. Versteeg
R. N. Bothman (enc. Standard Sheet Print & Profile; FHWA letter; Planning & Environmental Reports)

DNS:az ja

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
February 10, 1976
Salem, Oregon

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Environmental Section

SUBJECT: Greeley Ramp Connections

TO: J. H. Versteeg
Road Design Engineer

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In short, the greatly increased employment on Swan Island envisioned by the Phase I and Phase II development plans is not likely to occur without some negative environmental tradeoffs. Whether or not the anticipated long-term decline in air quality is of a significant magnitude cannot be accurately gauged without technical study. A few changed assumptions regarding the mode of transit to and from Swan Island or the rate of development of Swan Island (which is presently undetermined) could alter the long-term picture.

GAP:CG:sz

Attachment

Versteeg
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Trout

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FEB 10 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
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Do not File ☐
Return To
Bring Up / /
Other

STATE OF OREGON
Department of Transportation

INTEROFFICE MEMO

TO: J. H. Versteeg
Road Design Engineer

DATE: February 5, 1976

FROM: John Hanks
John Hanks
Project Analysis Manager

File No.:

SUBJECT: Greeley Ramp Connections

An analysis of adding ramp connections from Greeley Avenue to I-5 at the East Fremont Interchange has been conducted. Map 1 shows the analysis area. The Greeley Avenue Ramps are included in the "Interim Transportation Plan" and are consistent with the transportation goals and objectives of the Portland region.

Benefits of completing the ramp connections are several. They include:

1. Traffic relief to Going Street between I-5 and Swan Island. Going Street presently carries 75 percent of Swan Island traffic creating safety and noise problems for the adjacent neighborhoods.
2. Improved accessibility for Swan Island. Expansion of Swan Island development is of prime importance to the economic growth of the region.
3. Traffic relief to I-5 between the East Fremont and Going Street Interchanges.

Adverse impacts include the capacity and operational safety affect on I-5 south of the proposed Greeley Ramp connections.

TRAFFIC DEVELOPMENT

Future traffic (1990 average weekday) was computer assigned using the vehicle trip table developed for the CRAG Interim Transportation Plan. This trip table assumed completion of the Greeley Ramps, I-205 and I-505 Freeways and completion of several major transit systems. Approximately 25 percent of 1990 work trips are assumed to use transit service. Peak hour vehicle trips were then developed by comparing the relationship of peak hour to daily volume information.

Employment at Swan Island was assumed to increase from 6,000 today to 8,000 by 1990. However, the Swan Island Transportation Study forecasts an employment of 10,300 after stage I development. 1/ An adjusted increase in peak hour vehicle trips was made to reflect the higher employment forecast.

1/ Swan Island Transportation Study, July 1975.

CAPACITY ANALYSIS

Adding the Greeley Ramps without increasing the capacity of I-5 produces adverse operating conditions on the freeway.

During the PM peak hour, I-5 is incapable of accepting the high traffic volumes from the Fremont Bridge and Greeley Ramps without producing adverse merging, weaving, and unsafe conditions.

The northbound AM peak hour is not quite as critical since traffic spreads out more evenly during the hour and vehicle arrival rates will be largely controlled by the capacity of I-5 north of the Banfield Freeway. However, adequate weaving distance is necessary between the Broadway on-ramp and the Greeley off-ramp.

To mitigate the adverse affects to I-5, a design proposal was developed to increase the capacity capabilities of I-5. Design improvements consist of:

Southbound

1. Add an additional lane from the Fremont-Greeley on-ramps to approximately 1,000 feet south of the Broadway off-ramp.
2. Construct a two-lane off-ramp to Broadway.

Northbound

1. Provide a two-lane off-ramp to Fremont Bridge.
2. Construct the Greeley off-ramp approximately 750 feet north of the Fremont Bridge off-ramp. A total of 1,800 feet is then available for weaving maneuvers between the Broadway and Greeley ramps.

Figure I illustrates the southbound design proposal including peak hour weave and lane distribution volumes. Figure II shows the same traffic information for the proposed northbound design.

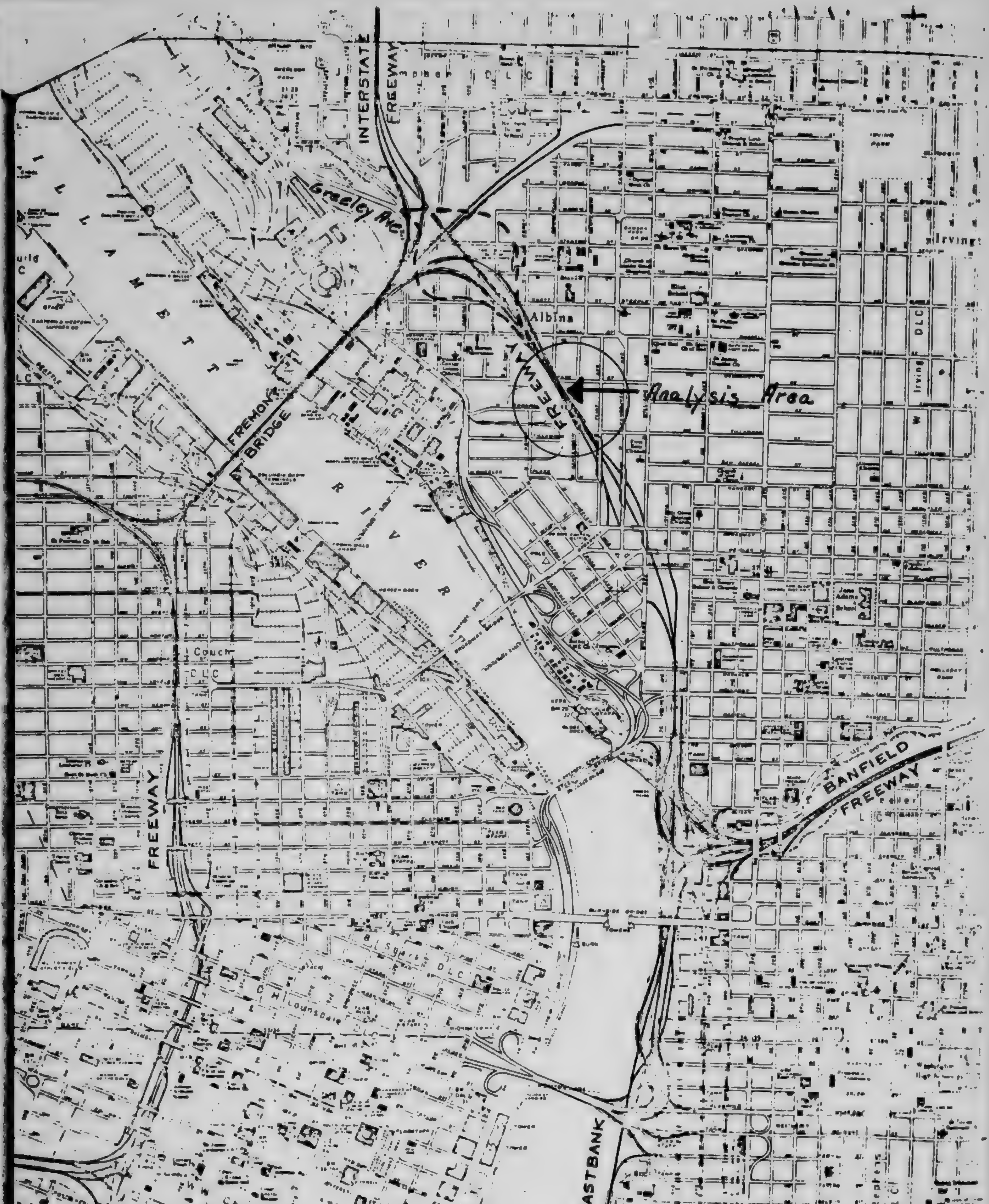
One undesirable aspect of the Greeley on-ramp is the speed reduction of trucks caused by the six percent grade approaching I-5. Truck speeds are calculated at 25 MPH while the Fremont Bridge ramp and I-5 traffic will average about 40 MPH during peak traffic periods. This speed differential, while undesirable, can be safely handled by the additional lane which allows speed adjustments to take place for 1,900 feet prior to the Broadway off-ramp.

SUMMARY

The proposed design provides adequate number of lanes and distance to safely accommodate merging and weaving traffic. An acceptable level of service "D" is expected for projected peak hour volumes.

Should work trips use transit at substantially less than the predicted 25 percent rate, then future peak hour volumes on I-5 are likely to be greater than projected by the Interim Transportation Plan. Some means of protecting the peak hour serviceability of I-5 could become necessary. The Greeley ramp traffic could be metered at the Interstate Avenue Intersection to control the traffic volume onto I-5. With this option available, it is recommended that construction of the Greeley ramps be approved. However, the capacity improvement to I-5 is an essential component in arriving at this recommendation.

JH:ap
cc: R. N. Bothman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FREMONT
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Couch
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DLC
EASTBANK
Stephens
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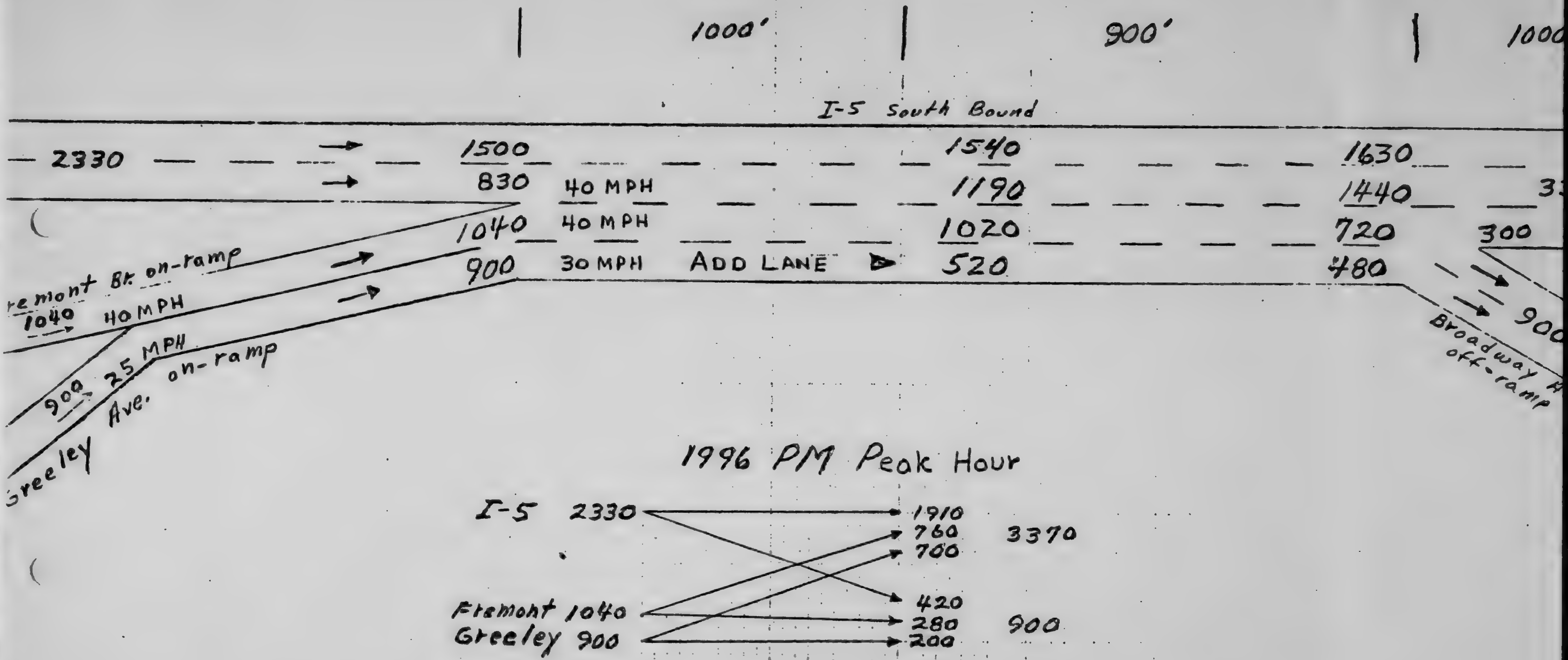
FIGURE

GREELEY RAMP TRAFFIC DATA
I5 SOUTHBOUND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I-5 South Bound
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40 MPH
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1040
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30 MPH
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1020
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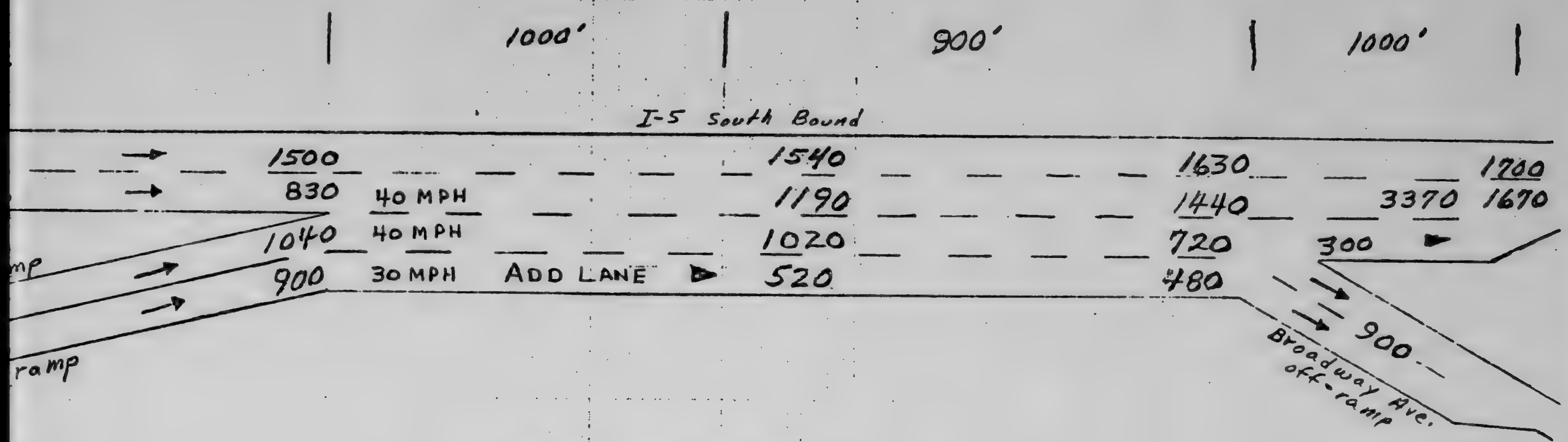
1630
1440
720
480
33
300
900
Broadway
off-ramp
Fremont Br. on-ramp
1040
40 MPH
900
25 MPH
Greeley Ave. on-ramp
1996 PM Peak Hour
I-5 2330
Fremont 1040
Greeley 900
1910
760
700
3370
420
280
200
900

FIGURE I

GREELEY RAMP TRAFFIC DATA
I5 SOUTHBOUND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ADD LANE
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Broadway Ave. off-ramp
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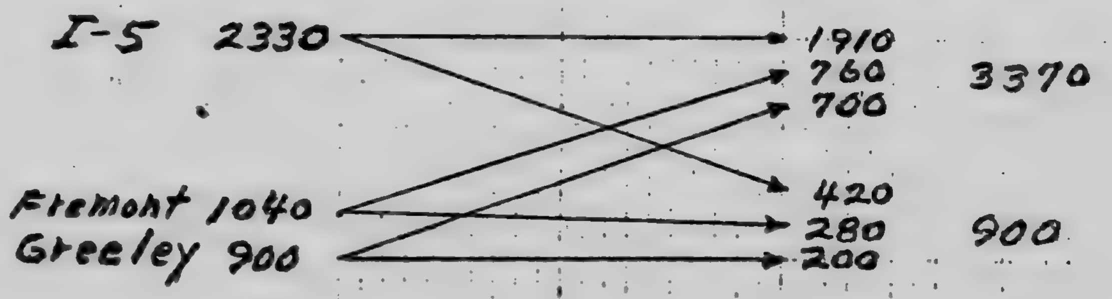
1996 PM Peak Hour


I-5 2330
Fremont 1040
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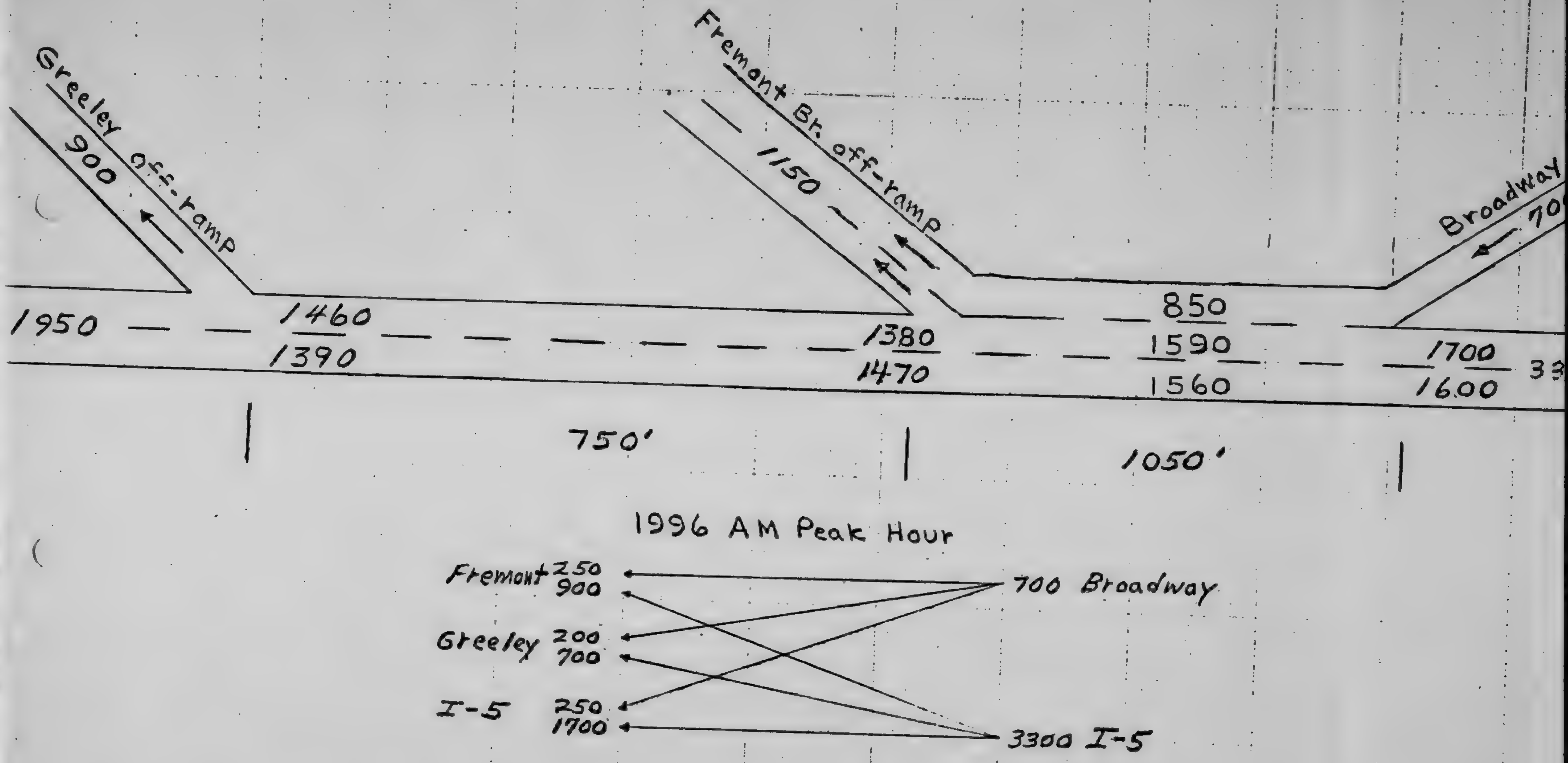
GREELEY RAMP TRAFFIC DATA
I 5 NORTHBOUND

FIGURE


Greeley off-ramp
900
Fremont Br. off-ramp
1150
Broadway
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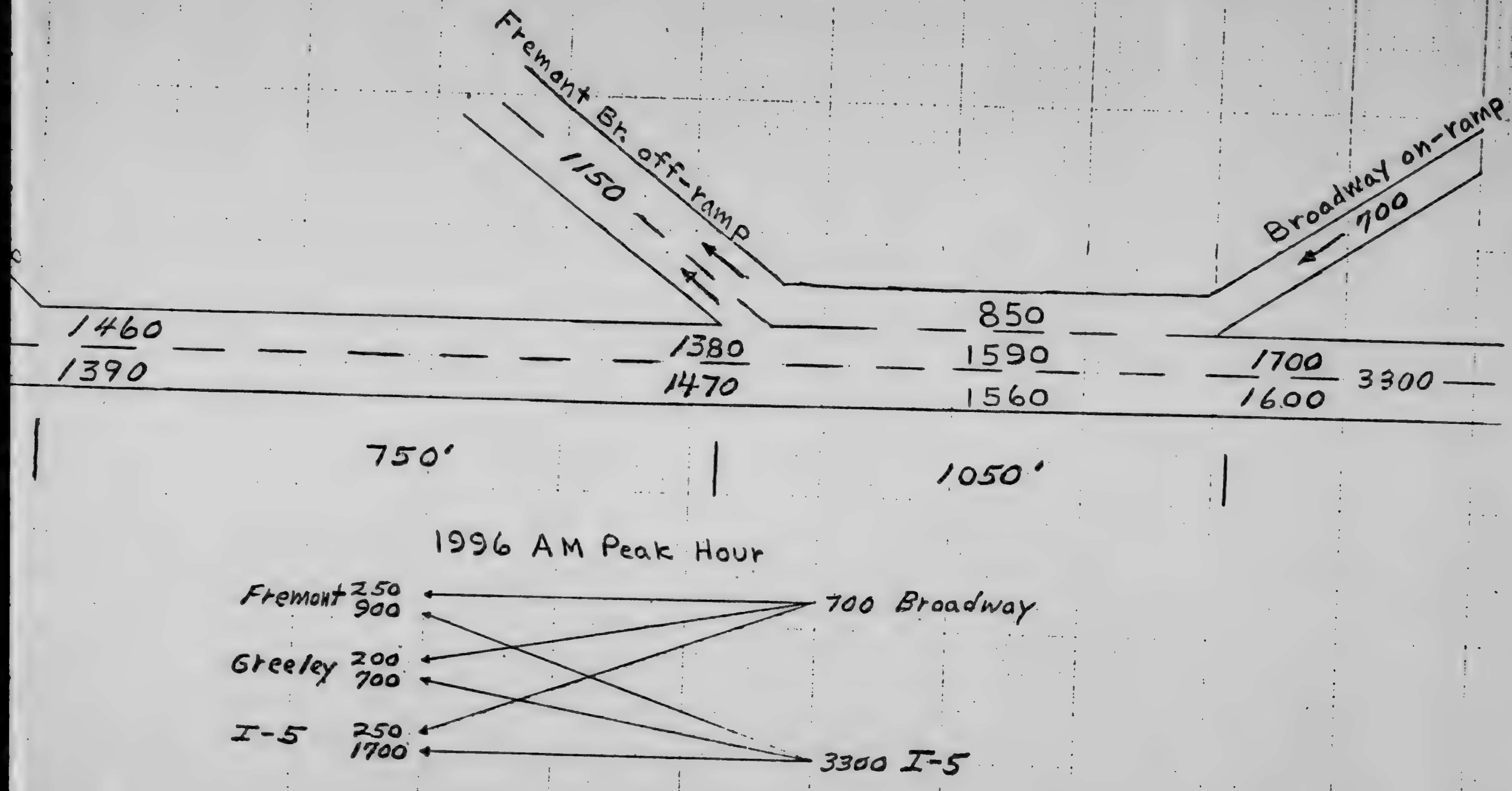
1460
1390
1380
1470
850
1590
1560
1700
1600
750'
1050'
1996 AM Peak Hour
Fremont 250
900
Greeley 200
700
I-5 250
1700
700 Broadway
3300 I-5

FIGURE II

GREELEY RAMP TRAFFIC DATA
I 5 NORTHBOUND


Fremont Br. off-ramp
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Broadway on-ramp
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850
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750'
1050'
1996 AM Peak Hour
Fremont 250
900
Greeley 200
700
I-5 250
1700
700 Broadway
3300 I-5

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: January 8, 1976

In reply refer to: 1041DA

SUBJECT: I-5-6(-)302
Request for Added North Greeley Avenue Ramps

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Your December 24 submission requested concurrence in adding two local ramps to I-5 in the West Fremont Interchange area.

As you know, the approval for additional access points to Interstate freeways rests with the Federal Highway Administrator. From the brief information I have examined, I think it is unlikely that a favorable recommendation could be made for these additional connections. They will adversely affect operations on the Interstate freeway. It is also not at all clear that they will provide a substantial measure of offsetting transportation, environmental, or other benefits. However, you point out that there is broad support from several groups and agencies for these additional connections for a variety of reasons and I consider it appropriate that all pertinent information be assembled and reviewed before a decision or recommendation by FHWA.

I would appreciate any specific data, analysis, and evaluations which cover:

1. Operational safety and efficiency on the freeway, including capacity analysis throughout the impacted area, truck movement information, and signing capabilities. A detailed layout showing lane arrangements, weaving, merging, and lane change maneuvers would be appropriate.

2. Specific transportation benefits which are expected to accrue from the additional connections. Quantifiable benefits would be desirable if available.

3. Specific environmental benefits which are anticipated. Comparative relationships between costs and benefits would be desirable if available.

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JAN 1[illegible] 1976

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STATE HWY ENGR
JAN 12 '76
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File

4. Any total planning information which may have been assembled relative to the further development of Swan Island mentioned in your letter and the overall transportation effects and impacts.

5. Any other relevant information.

As indicated above, I have significant reservations about the requested additional ramp connections. I would, however, intend to review all available pertinent information before making a decision or recommendation on your request.

G. L. Green

cc:
10ED

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Prepared for the Port of Portland

By:
System Design Concepts, Inc., & Skidmore, Owings & Merrill Environmental Study Group

July 31, 1975

The Study

Swan Island Industrial Park includes approximately 600 acres of prime industrial land in the center of the metropolitan region. Half of Swan Island is currently developed; in order for all of the remainder to be developed, accessibility to the island would have to be improved.

This report evaluates alternative ways of providing transportation access to Swan Island. Transportation options being evaluated include the following roadway improvements and policies:

ROADWAY IMPROVEMENTS
- Grade Separation of Going/Basin St. Intersection
- Widening of Going St. from Concord to I-5, and widening of I-5 South ramps
- Connection of Greeley to I-5 South
- Extension of Greeley into Mocks Bottom

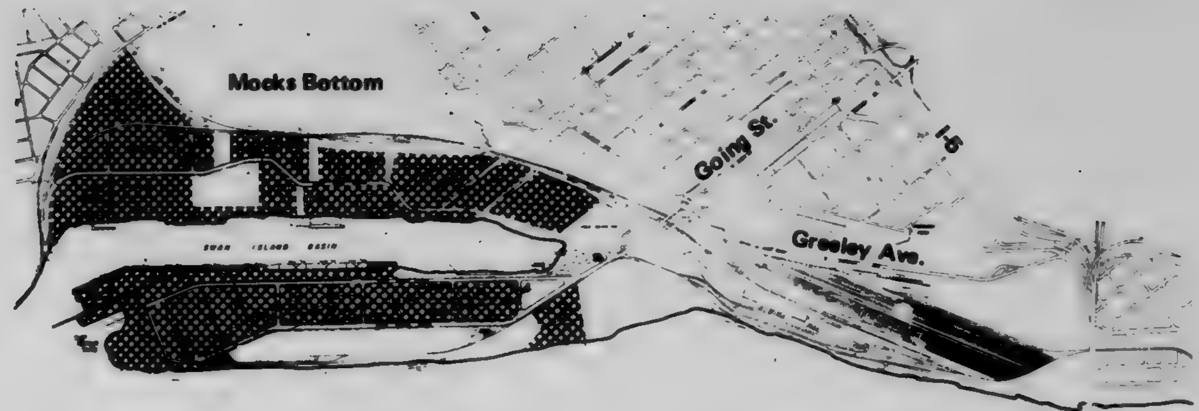
POLICIES
- Improved Transit Service
- Staggering of Work Hours (or Attraction of Land Uses Which Generate Few Peak Hour Trips)

In this report, Swan Island expansion is broken into the two phases illustrated on the facing page. Combinations of roadway improvements and transportation policies are then evaluated for each phase. It is important to note that these phases were arbitrarily selected for analysis purposes and other sequences of development are possible. Also, the financial feasibility of the assumed development is not included in this evaluation.

This report also includes the design of a traffic circulation system for a special area of Swan Island called the "Port Center" area (see pp. 16–19).

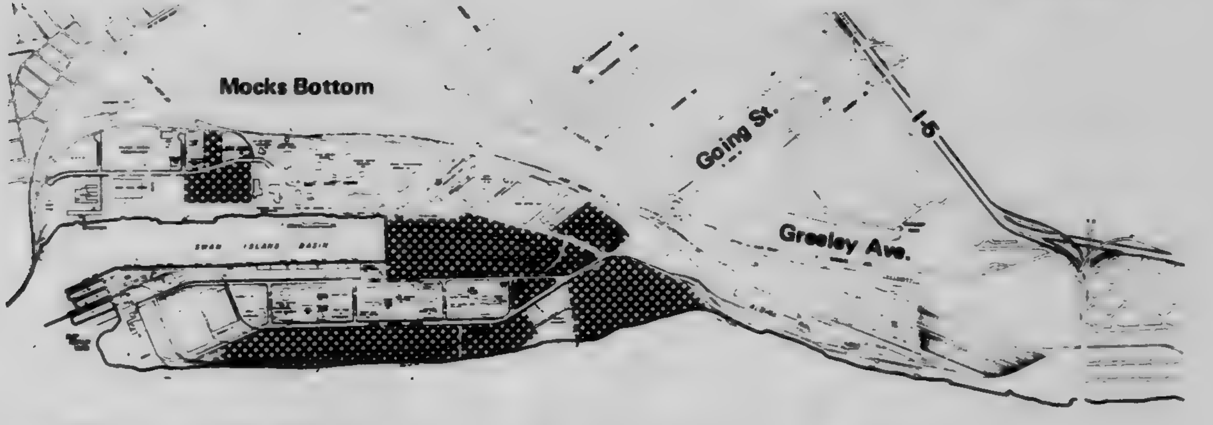
EXISTING DEVELOPMENT

300 Existing Acres (Net) (See Shaded Area)


Mocks Bottom
Going St.
I-5
Swan Island Basin
Greeley Ave.

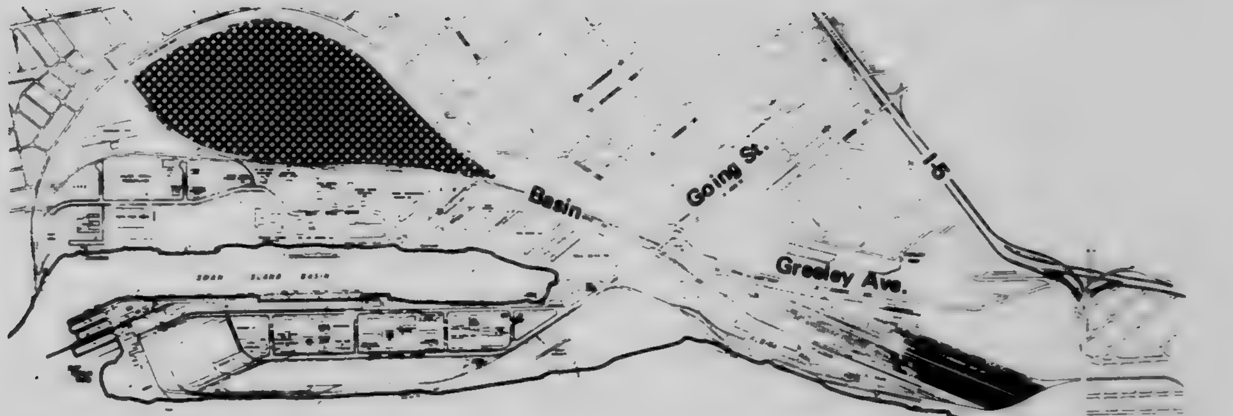
PHASE ONE DEVELOPMENT

150 New Acres (See Shaded Area)
300 Existing Acres
450 Total Acres (Net)

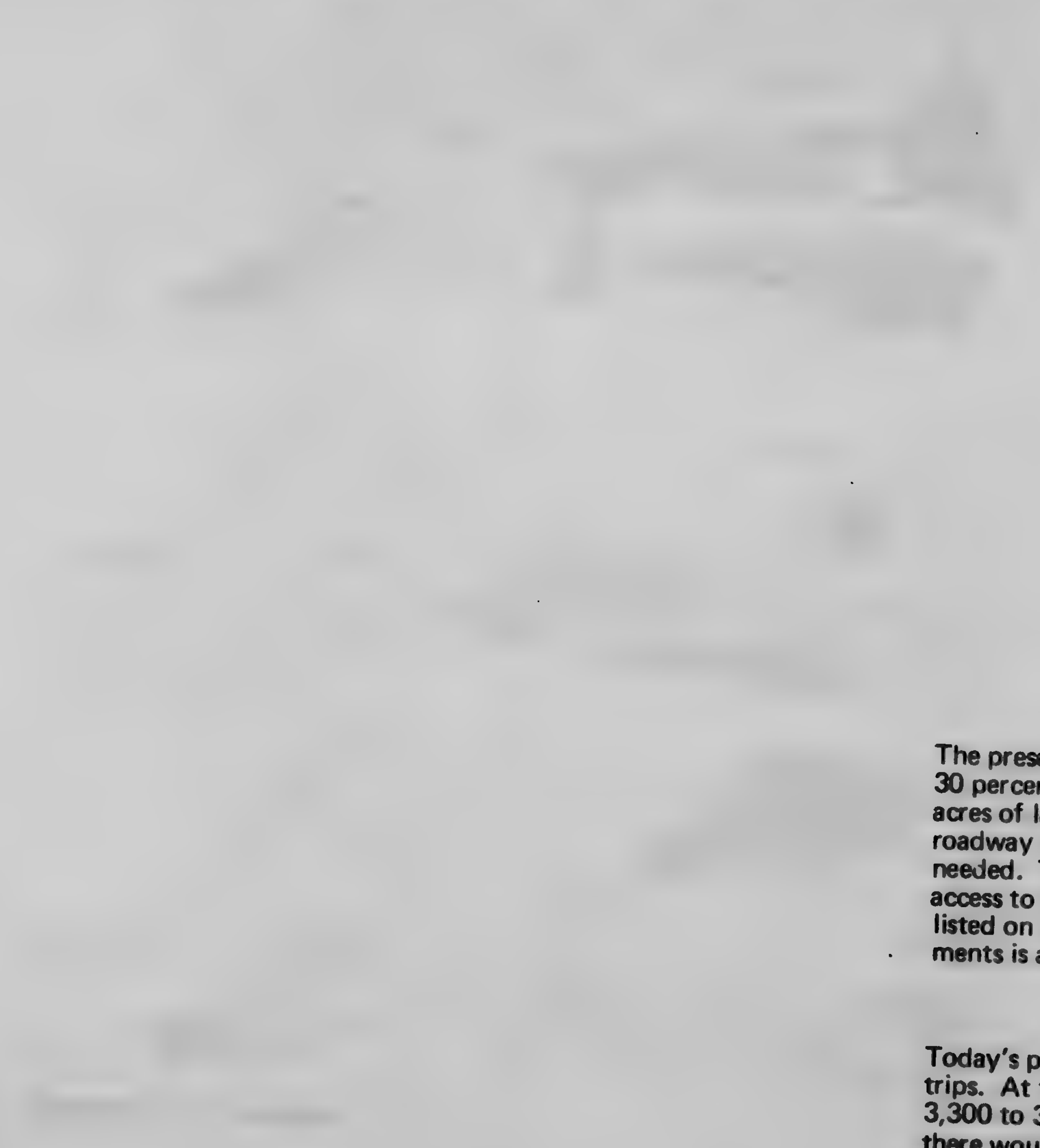

Mocks Bottom
Going St.
I-5
Swan Island Basin
Greeley Ave.

PHASE TWO DEVELOPMENT

145 New Acres (See Shaded Area)
450 Phase One Acres
595 Total Acres (Net)


Basin
Going St.
I-5
Swan Island Basin
Greeley Ave.

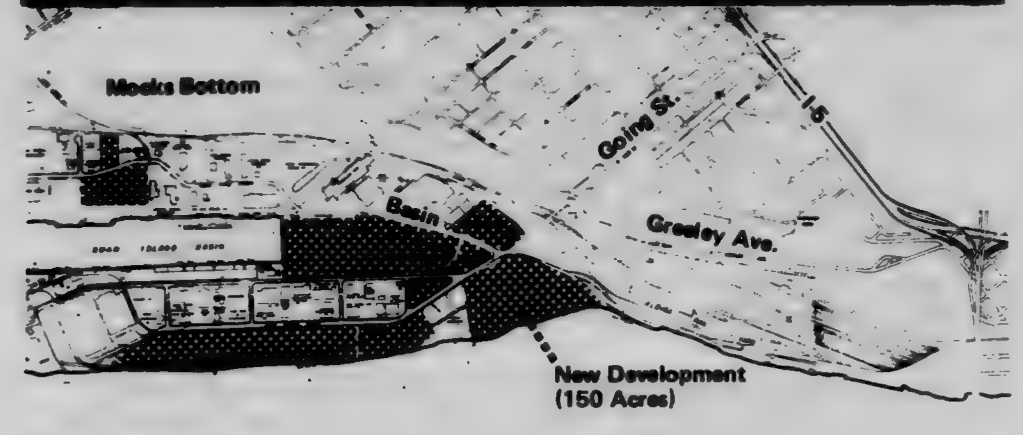
Conclusions



The present Swan Island access system can accommodate up to 30 percent growth over present day travel. If the remaining 295 acres of land on Swan Island are to be developed, however, new roadway improvements and transportation policies would be needed. The improvements recommended to provide reasonable access to Swan Island between now and full development are listed on the right. The total cost of the recommended improvements is approximately $9 million.

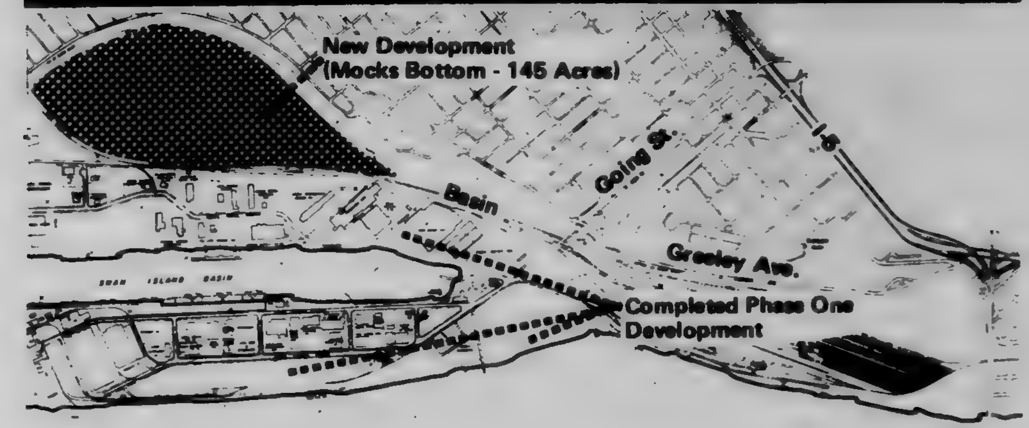
Today's peak hour traffic volume is between 1,800 and 2,000 trips. At the end of Phase One development, there would be 3,300 to 3,900 peak hour trips; at the end of Phase Two, there would be 4,100 to 5,160 peak hour trips.

PHASE ONE RECOMMENDATIONS


Mocks Bottom
Going St.
I-5
Basin
Greeley Ave.
SWAN ISLAND BASIN
New Development
(150 Acres)

When Peak Hour Traffic Volume Is:	The Recommended Improvement Is:
2,000 to 2,600 Trips	• Widen Basin Outbound to Three Lanes. • Improve Transit Service: Add 10 special peak hour express buses from outlying park & ride stations to the N. Channel side of Swan Island. • Stagger Work Hours: Initiate a policy of preferential sales or lease to industrial users with few peak trips.
2,600 to 2,800 Trips	• Construct Greeley/I-5 Ramps. • Begin Shifting Some Existing Firms to 7:00 or 8:30 a.m. Start Times.
3,000 to 3,300 Trips	• Grade Separate Going/Basin Intersection. • Provide four all day shuttle buses (one per 15 minutes) from the downtown transit mall to the island.

PHASE TWO RECOMMENDATIONS


New Development
(Mocks Bottom - 145 Acres)
Going St.
I-5
Basin
Greeley Ave.
SWAN ISLAND BASIN
Completed Phase One
Development

When Peak Hour Traffic Volume Is:	The Recommended Improvement Is:
4,100 to 5, 160 Trips	• Improve Transit Service: Add 8 additional special peak hour express buses from outlying park & ride stations to the Basin Street side of Swan Island. • Stagger Work Hours: Continue established policy.

Existing

LAND USE AND EMPLOYMENT

300 Acres Developed
6,000 Employees (Approx.)
20 Employees per Net Acre
3,900 Parking Spaces (Approx.)
0.65 Spaces per Employee

TRIP GENERATION

6 Peak Hour Vehicle Trips per Acre (Average)
0.32 Peak Hour Vehicle Trips per Employee (Average)
The different land uses at Swan Island generate very different numbers of peak hour vehicle trips. For example, peak hour trips range between two and 20 trips per acre and between 0.1 and 0.8 trips per employee for various land uses.

A breakdown of peak hour trip distribution on the island is as follows:

North Channel Side	62%
Basin St. Side	29%
Union Pacific Rail Yards	6%
Ports O' Call	3%
	100%

AUTOMOBILE VOLUMES

1,800 to 2,000 Vehicles per Peak Hour, Peak Direction
11,600 Vehicles per Day, Each Direction

TRUCK VOLUMES

1,200 to 1,400 Trucks per Day, One Direction
Trucks account for three percent of the inbound peak hour vehicle trips in the morning, four percent of the outbound vehicle trips in the evening, and 16 percent of all traffic throughout the day.

AUTO OCCUPANCY

1.21 Persons per Car, Swan Island Average
1.5 Persons per Car, Port's O' Call
1.35 Persons per Car, Freightliner

TRAFFIC CONDITIONS

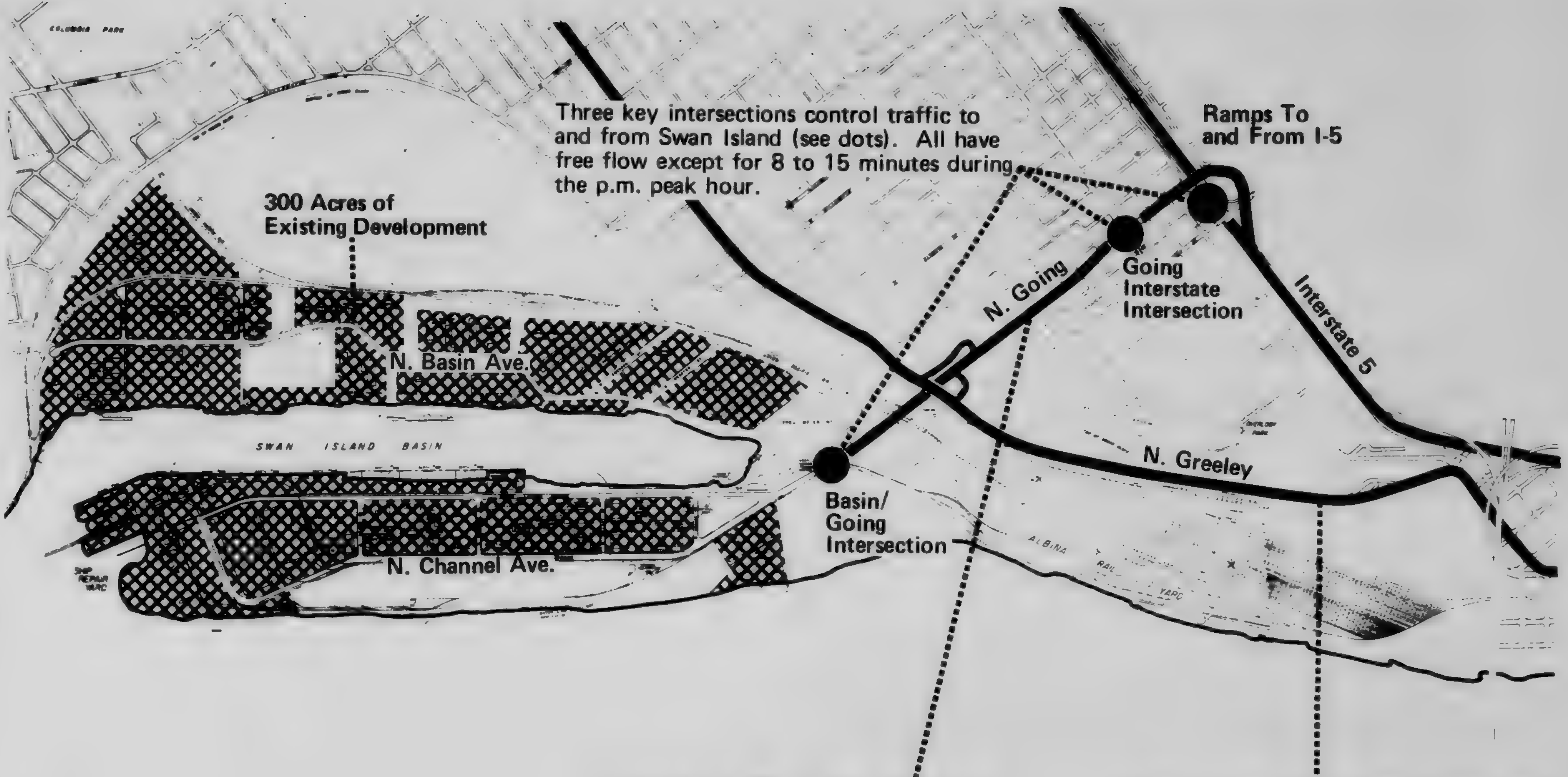
The traffic access system serving Swan Island now operates at a very high level of service. The only exception is 15 minutes of congestion in the evening when the major shifts at Freightliner and the Ship Repair Yard let off their workers. Morning rush hour traffic is quite spread over the hour and has no sharp congestion peaks similar to the evening's. At all other times, traffic clears intersections in one traffic light signal. The key traffic control points are the three Going Street intersections indicated on the facing page.

Going Street carries 75 percent of all Swan Island traffic, and Greeley carries the remaining 25 percent. Since there is no direct connection between Greeley Street and I-5, the use of Greeley for regional access is limited. As a consequence, most trucks and other traffic seeking access to the rest of the region use Going Street.

The traffic volumes on Going Street create safety and noise problems for the adjacent neighborhoods. Large trucks late at night are of particular concern. A current proposal before the city and state would require all southbound late night truck traffic to use Greeley instead of Going.

TRANSIT SERVICE

There is one Tri-Met bus line (Killingsworth) that runs through North Portland and goes to Swan Island at one-half hour intervals. This line carries virtually no one to Swan Island. In addition, special pre-peak (6:50 a.m.) buses operate from outlying parking lots to Freightliner. This service varies from four to seven buses and carries approximately 184 employees per day in each direction. About 33 percent of Freightliner's employees live within areas served by the pre-peak buses. Approximately 46 percent of these employees (with the pre-peak service available) are utilizing it.


COLUMBIA PARK
300 Acres of Existing Development
Ramps To and From I-5
Going Interstate Intersection
N. Going
Interstate 5
N. Basin Ave.
SWAN ISLAND BASIN
N. Greeley
Basin/Going Intersection
N. Channel Ave.
SHIP REPAIR YARD
ALBINA RAIL YARD

Three key intersections control traffic to and from Swan Island (see dots). All have free flow except for 8 to 15 minutes during the p.m. peak hour.

Going carries 75% of Swan Island's traffic. As a consequence, safety and noise problems are created for adjacent neighborhoods. A current city proposal would put all southbound late night trucks on Greeley.

Greeley carries 25% of Swan Island's traffic. The use of Greeley is limited by the lack of direct connection between it and I-5.

Phase One

EVALUATION OF TRANSPORTATION OPTIONS

The chart on the following two pages summarizes the performance of 16 Phase One transportation options. In this summary, level of service "D" is assumed to provide a reasonable flow of vehicles, and problem areas are pointed out wherever the level of service is below "D." Intersections not mentioned are operating reasonably well. Traffic volumes on Going Street between Greeley and I-5 are evaluated because of the environmental impacts that accompany increased volumes.

LAND USE AND EMPLOYMENT

450 Acres Developed (300 Today)
10,362 Employees (6,000 Today)
23 Employees per Net Acre (20 Today)

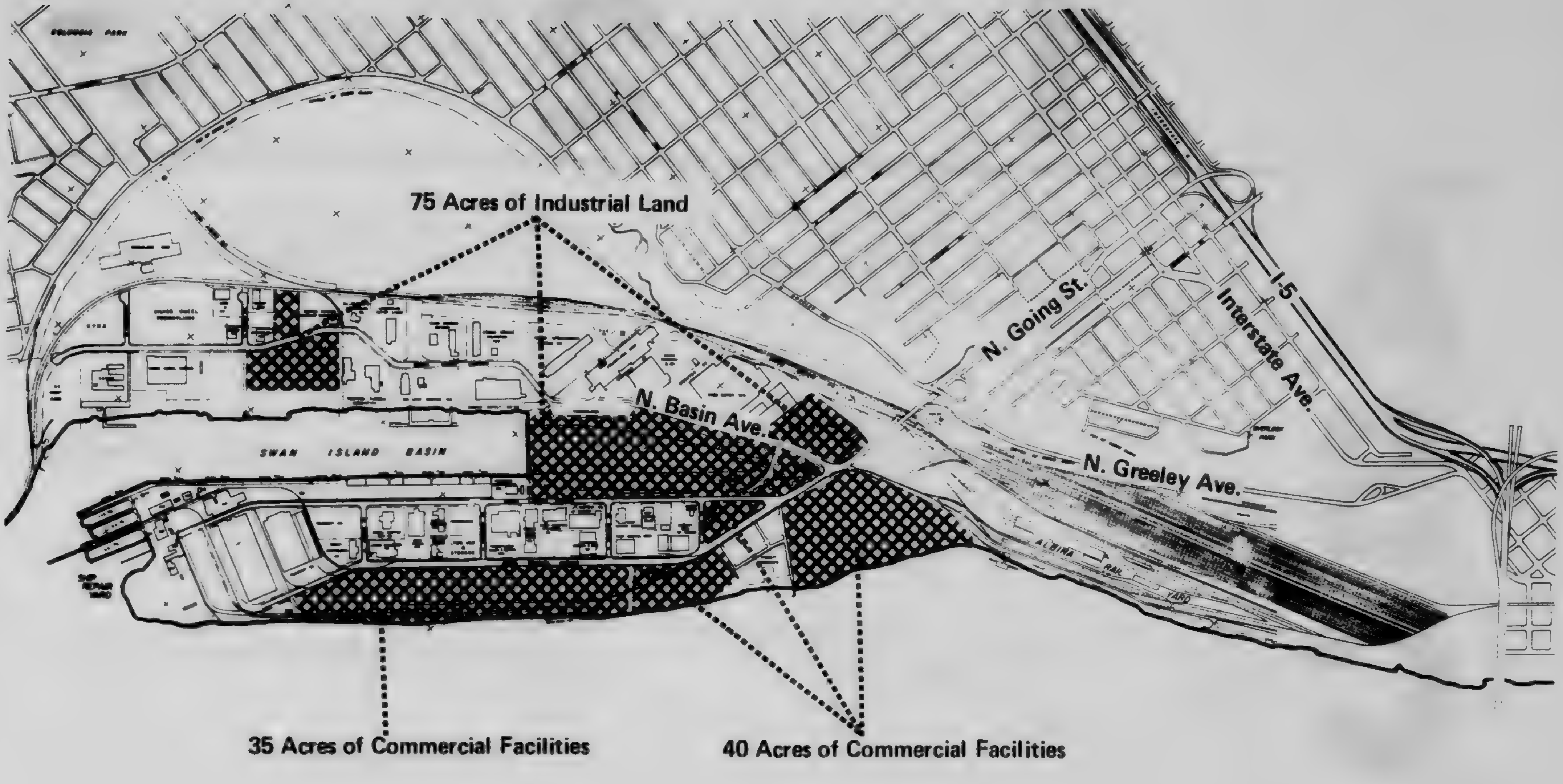
PHASE ONE SWAN ISLAND TRAFFIC VOLUMES

Traffic volumes in Phase One would increase from today's volume of 1,800-2,000 vehicles to approximately 3,900 vehicles (peak hour, peak direction). By improving transit or staggering working hours, traffic volumes would decrease to 3,575 vehicles at peak hour. A further reduction to 3,300 vehicles could be accomplished by combining transit improvements and staggering work hours.

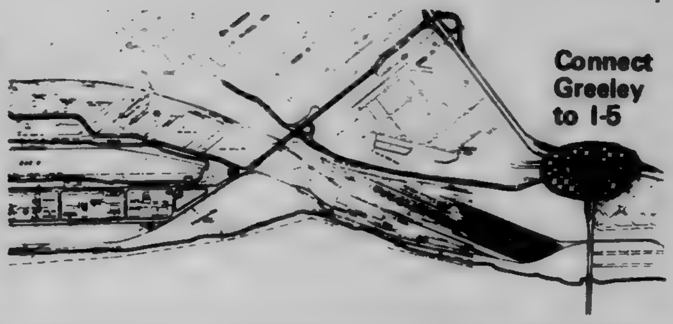
Over half of the land to be developed in Phase One is assumed to be used for office and commercial use. (40 acres at Port Center plus 35 additional acres along the waterfront.) These uses generate twice as many p.m. peak hour trips as industrial uses. If industrial uses were substituted for the 35 acres of office/commercial outside of Port Center, approximately 400 trips would be eliminated.

TRUCK VOLUMES

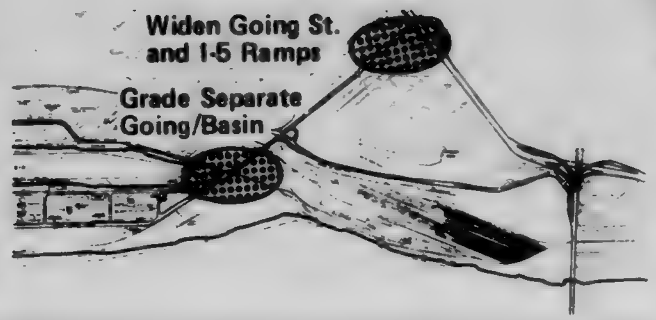
For all Phase One options, truck volumes increase from approximately 1,300 trucks per day today (one direction), to 1,600 trucks. This is a 23 percent increase from today. (Pickups and vans are excluded from this count.)


75 Acres of Industrial Land
N. Going St.
I-5
Interstate Ave.
N. Basin Ave.
SWAN ISLAND BASIN
N. Greeley Ave.
ALBINA RAIL YARD
35 Acres of Commercial Facilities
40 Acres of Commercial Facilities

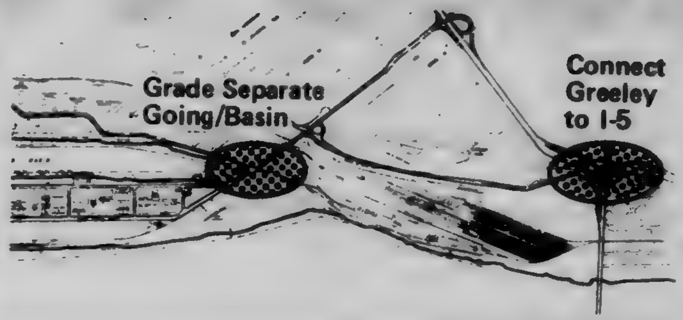
PEAK HOUR EVALUATION OF PHASE ONE OPTIONS
450 ACRES DEVELOPED

	NO ROADWAY IMPROVEMENT **1**	ROADWAY IMPROVEMENT **2** 
POLICY **A** NO CHANGE IN TRANSIT OR WORK HOURS	Going St. and Greeley St. have 100% more vehicles than today. Traffic is backed up and completely jammed throughout Going St. $0. M*	Going St. traffic up 43% (over today). Traffic is seriously congested at Going/Basin intersection $3.3 M*
POLICY **B** IMPROVE TRANSIT	Going St. traffic up 72%. Traffic is backed up and jammed throughout Going St. $0.9 M*	Going St. traffic up 18%. Traffic is seriously congested at Going/Basin intersection (up 80%). $4.2 M*
POLICY **C** STAGGER WORK HOURS	Going St. traffic up 72%. Traffic is backed up and jammed throughout Going St. $0. M*	Going St. traffic up 18%. Traffic is seriously congested at Going/Basin intersection (up 80%). $3.3 M*
POLICY **D** IMPROVE TRANSIT & STAGGER WORK HOURS	Going St. traffic up 57%. Traffic is seriously congested throughout Going St. $0.9 M*	Going St. traffic up 7%. Traffic is seriously congested at Going/Basin intersection (up 65%). $4.2 M*

ROADWAY IMPROVEMENT
3


Widen Going St. and I-5 Ramps
Grade Separate Going/Basin

ROADWAY IMPROVEMENT
4


Grade Separate Going/Basin
Connect Greeley to I-5

Going St. traffic up 96% (over today). Some traffic delays on Going St. at Interstate. Displacements occur on N. Going St. $6.1 M*	Going St. traffic up 43% (over today). All points have reasonable flow. $7.6 M*
Going St. traffic up 72%. All points have reasonable flow. Displacements occur on N. Going St. $7.0 M*	Going St. traffic up 18%. All points have reasonable flow. $8.5 M*
Going St. traffic up 72%. All points have reasonable flow. Displacements occur on N. Going St. $6.1 M*	Going St. traffic up 18%. All points have reasonable flow. $7.6 M*
Going St. traffic up 57%. All points have reasonable flow. Displacements occur on N. Going St. $7.0 M*	Going St. traffic up 7%. All points have reasonable flow. $8.5 M*

*Costs are in millions of dollars. These estimates were compiled from a variety of past studies and have not been rechecked. They are included only to provide a rough "ball-park" estimate. Transit costs include capital costs only (see p. 44).

Phase Two

EVALUATION OF TRANSPORTATION OPTIONS

The chart on the following two pages summarizes the performance of 16 Phase Two transportation options. In this summary, level of service "D" is assumed to provide a reasonable flow of vehicles, and problem areas are pointed out wherever the level of service is below "D." Intersections not mentioned are operating reasonably well. Traffic volumes on Going Street are evaluated because of the environmental impacts that accompany increased volumes.

LAND USE AND EMPLOYMENT

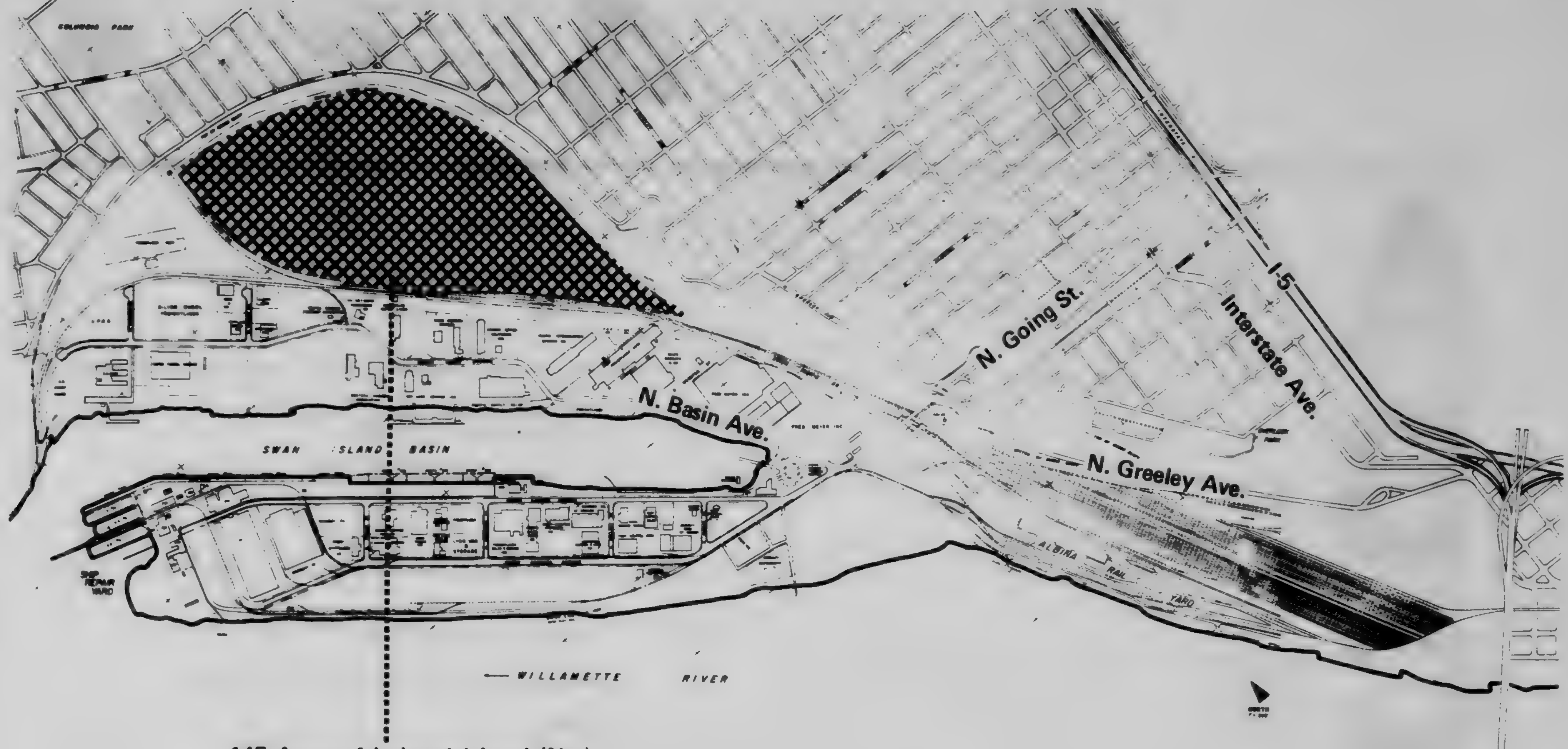
595 Acres Developed (300 Today)
13,263 Employees (6,000 Today)
22 Employees per Net Acre (20 Today)

PHASE TWO SWAN ISLAND TRAFFIC VOLUMES

Traffic volumes in Phase Two would increase from today's volume of 1,800-2,000 vehicles to 5,160 vehicles (peak hour, peak direction). By improving transit or staggering work hours, traffic volumes would decrease to around 4,500 vehicles at peak hour. A further reduction to 4,100 vehicles could be accomplished by combining transit improvements and staggering work hours.

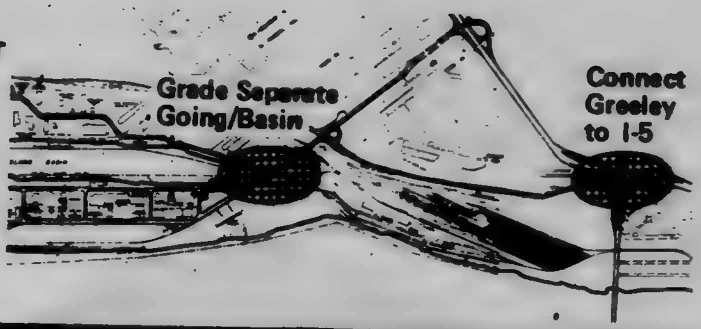
TRUCK VOLUMES

For all Phase Two options, truck volumes increase from approximately 1,300 trucks per day today (one direction), to 2,250 trucks. This is a 73 percent increase from today. (Pickups and vans are excluded from this count.)

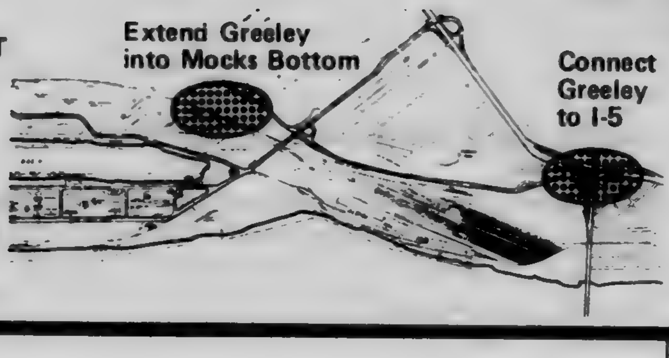

COLUMBIA PARK
N. Basin Ave.
N. Going St.
Interstate Ave.
I-5
N. Greeley Ave.
SWAN ISLAND BASIN
SHIP REPAIR YARD
ALBINA RAIL YARD
WILLAMETTE RIVER

145 Acres of Industrial Land (Net)

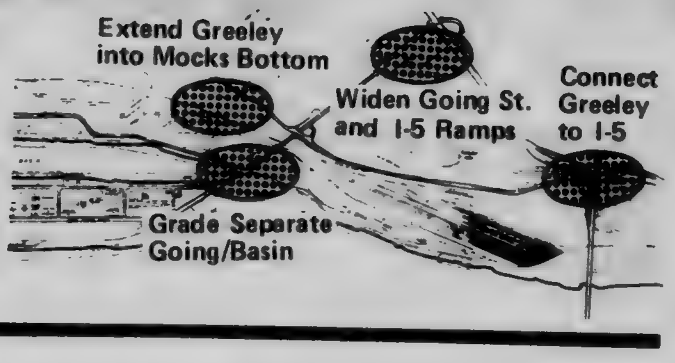
PEAK HOUR EVALUATION OF PHASE TWO OPTIONS
595 ACRES DEVELOPED

		NO ROADWAY IMPROVEMENT **1**	ROADWAY IMPROVEMENT **4** 
POLICY **A**	**NO CHANGE IN TRANSIT OR WORK HOURS**	Going and Greeley have more than 100% more vehicles than today. All roads are backed up and completely jammed. $0. M *	Going St. traffic up 100% (over today). Traffic is jammed on Going St. at Interstate. $7.6 M*
POLICY **B**	**IMPROVE TRANSIT ONLY**	All roads jammed. $1.4 M*	Going St. traffic up 63%. Serious congestion on Going St. at Interstate. $9.0 M*
POLICY **C**	**STAGGER WORK HOURS ONLY**	All roads jammed. $0. M*	Going St. traffic up 70%. Traffic is jammed on Going St. at Interstate. $7.6 M*
POLICY **D**	**IMPROVE TRANSIT & STAGGER WORK HOURS**	All roads jammed. $1.4 M*	Going St. traffic up 43%. All points have reasonable flow. $9.0 M*

ROADWAY IMPROVEMENT 5


Extend Greeley into Mocks Bottom
Connect Greeley to I-5

ROADWAY IMPROVEMENT 6


Extend Greeley into Mocks Bottom
Widen Going St. and I-5 Ramps
Connect Greeley to I-5
Grade Separate Going/Basin

Going St. traffic up 100% (over today). Traffic is jammed on Going St. at Interstate and at the Going/Basin intersection. $13.3 M*	Going St. traffic up 100% (over today). All points have reasonable flow. Displacements occur on N. Going St. $19.4 M*
Going St. traffic up 63%. Traffic is seriously congested on Going St. at Interstate and at the Going/Basin intersection. $14.7 M*	Going St. traffic up 70%. All points have reasonable flow. Displacements occur on N. Going St. $20.8 M*
Going traffic up 70%. Traffic is seriously congested on Going at Interstate and at the Going/Basin intersection. $13.3 M*	Going traffic up 81%. All points have reasonable flow. Displacements occur on N. Going St. $19.4 M*
Going traffic up 43%. All points have reasonable flow. $14.7 M*	Going traffic up 50%. All points have good flow. Displacements occur on N. Going St. $20.8 M*

*Costs are in millions of dollars. These estimates were compiled from a variety of past studies and have not been rechecked. They are included only to provide a rough "ball-park" estimate. Transit costs include capital costs only (see p. 44).

Port Center

Access to the Port Center area is now provided at two points where vehicles inbound to Ports O' Call turn left across conflicting outbound traffic from Swan Island. There are no traffic lights at these turn points. For six to eight minutes during the evening peak hour, a traffic jam of outbound cars plugs up the road in front of the Port Center. As Swan Island traffic grows, access to the Port Center area will have to be improved.

To accommodate increased traffic, two Port Center circulation designs have been developed. The two designs require minimal change to the Port Center area itself as they are implemented. Either design would allow for between 600 and 1,000 vehicles to enter or egress from Port Center during peak hour. This is enough access capacity to satisfy projected Port Center needs generated by the development described in the chart below.

PORT CENTER DEVELOPMENT AND TRAFFIC GENERATION

	Existing	Future Development
Acres Developed	7 Acres	37 Acres
Buildings	39,000 Sq. Ft. Commercial 34,000 Sq. Ft. Restaurant	89,000 Sq. Ft. Commercial 34,000 Sq. Ft. Restaurant 50,000 Sq. Ft. Office 500-Unit Hotel-Motel
Parking	400 Spaces	1,343 Spaces
Vehicles Per Day, One Direction	1,100 Vehicles	5,000 Vehicles
Vehicles Per Peak Hour, Peak Direction	55 Vehicles	500 Vehicles

RECOMMENDED ON-GRADE SCHEME (P. 18)

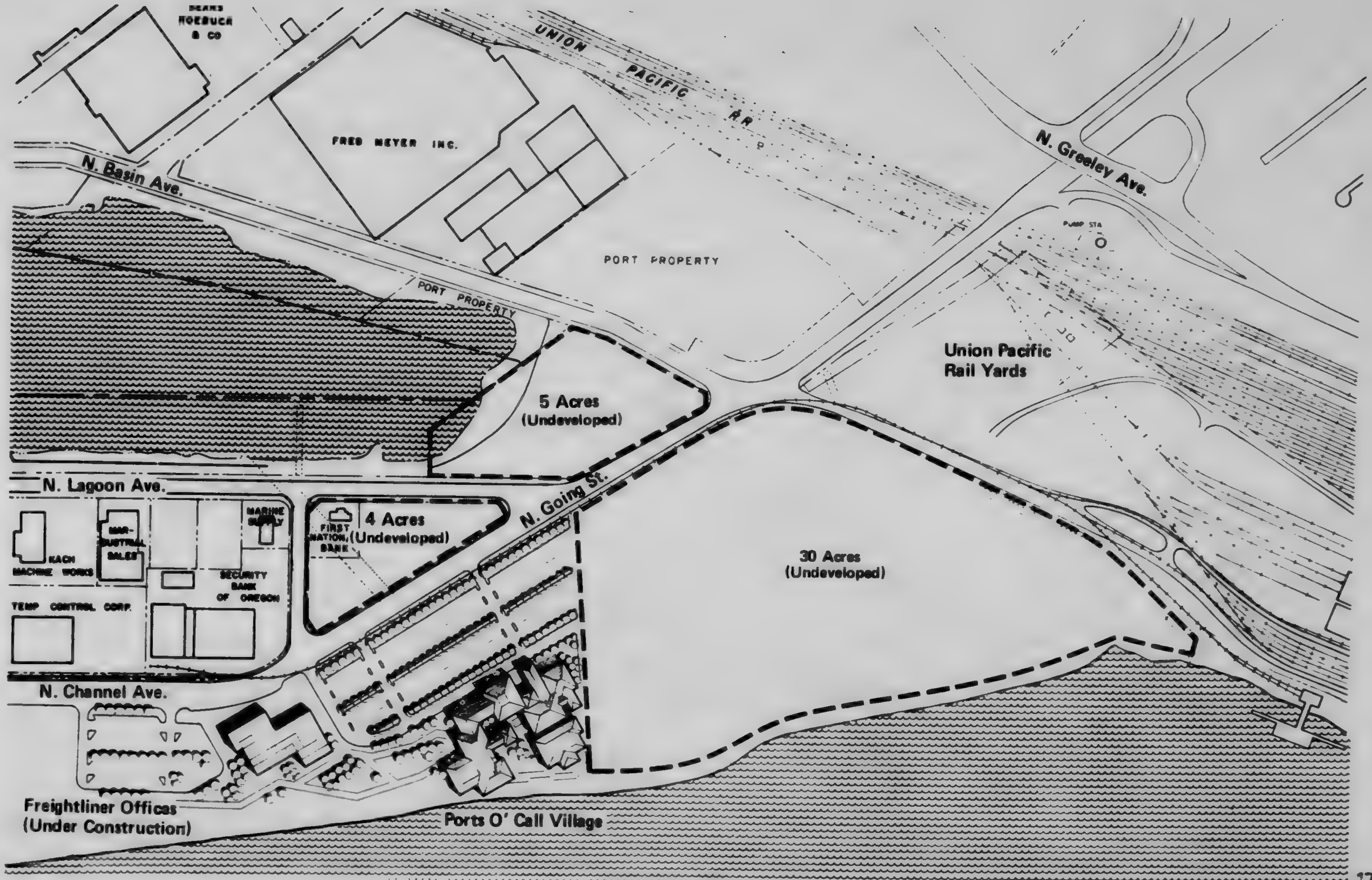
The recommended on-grade scheme provides adequate access to Port Center with minimal investment in temporary changes to Going Street. The design provides left turn bays for Port Center traffic and allows a better inflow of traffic in the morning than at present.

RECOMMENDED GRADE SEPARATED SCHEME (P. 19)

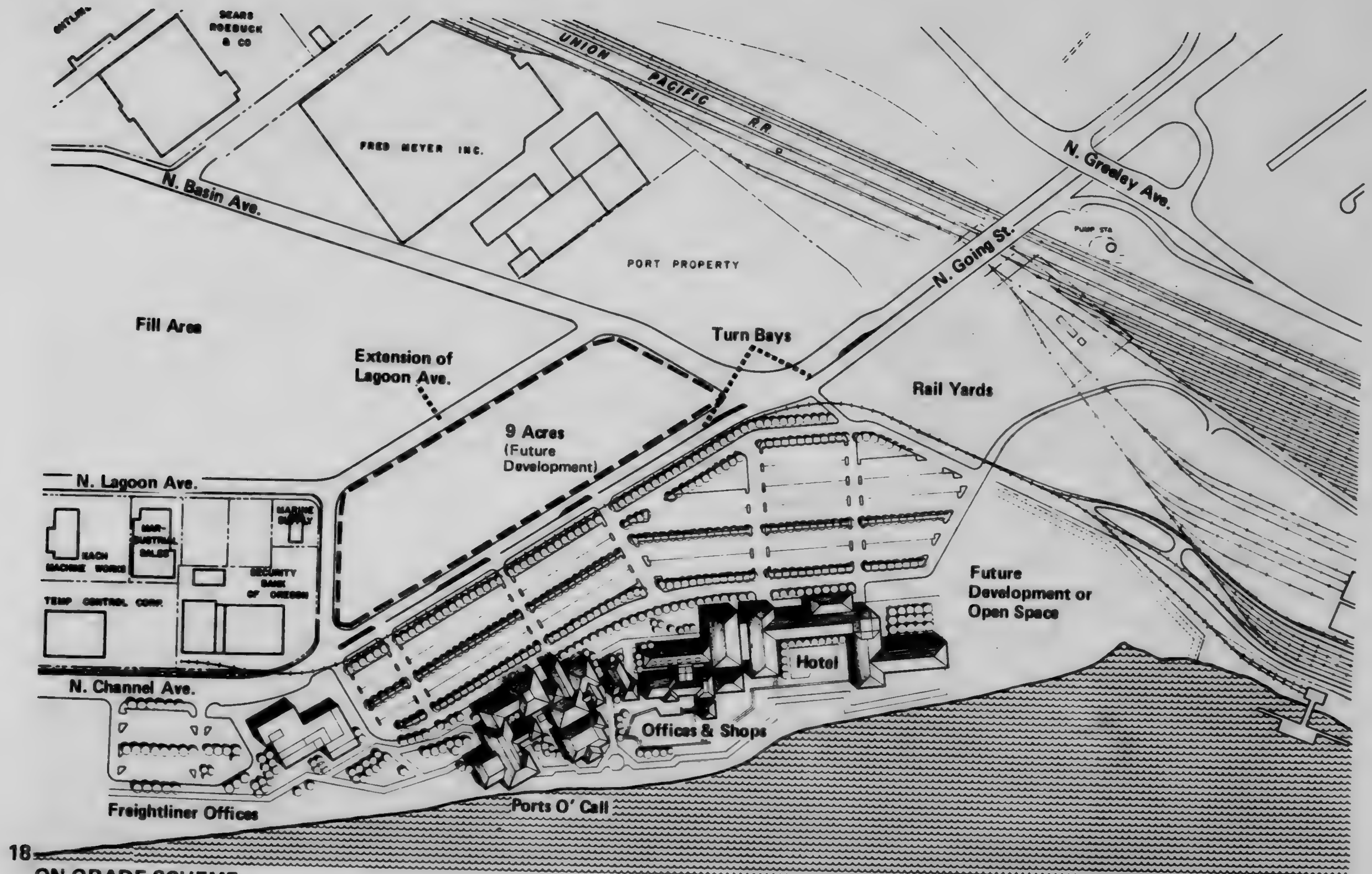
A grade separation of the Basin/Going intersection would be required when total Swan Island traffic increases by 50 percent (from 2,000 peak hour vehicles today to approximately 3,000 peak hour vehicles). The recommended grade separated design has the important feature of allowing adequate weave distances for outbound Channel or Going Street traffic to use Greeley Street instead of Going Street. With this design, all southbound trucks from Swan Island would be able to use Greeley at all times. (See P. 65 for a description of other grade separation designs that were studied and discarded.)

UNION PACIFIC RAIL YARDS

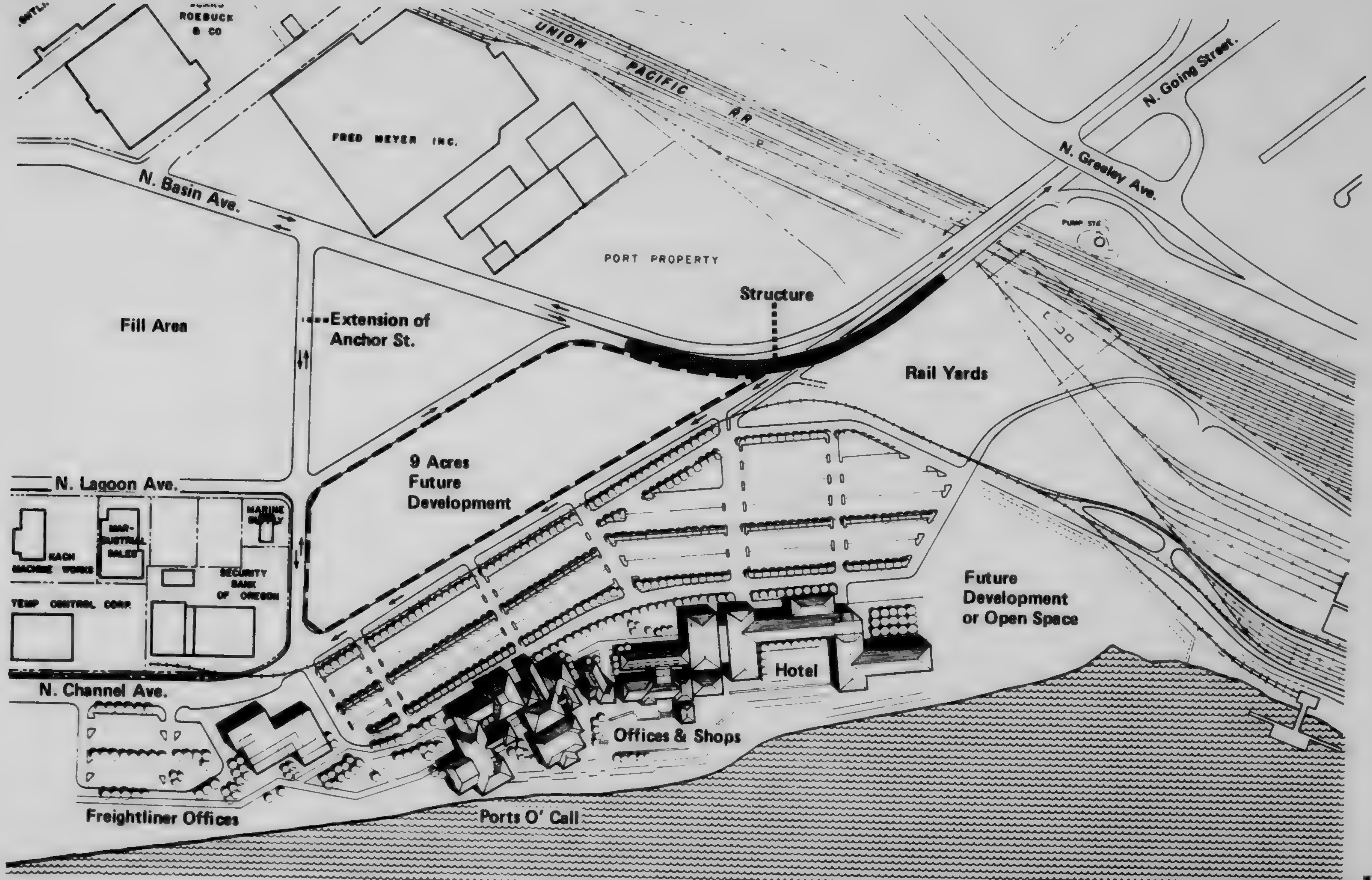
Inbound access to the Union Pacific rail yard is by left turn off Going Street at the intersection of Going and Basin. The rail yards generate only a small amount of traffic——114 outbound peak hour trips or about six percent of the present traffic on Going Street. The number of trips to and from the rail yards are not expected to significantly increase in the future. With a grade separation at Basin/Going, a frontage road is shared by the Port Center and the rail yards.


SEARS ROEBUCK & CO
FRED MEYER INC.
UNION PACIFIC RR
N. Basin Ave.
PORT PROPERTY
PORT PROPERTY
N. Greeley Ave.
PUMP STA
Union Pacific Rail Yards
5 Acres (Undeveloped)
N. Lagoon Ave.
MARINE SUPPLY
4 Acres (Undeveloped)
FIRST NATIONAL BANK
N. Going St.
30 Acres (Undeveloped)
KACH MACHINE WORKS
MAR- DUSTRIAL SALES
SECURITY BANK OF OREGON
TEMP CONTROL CORP.
N. Channel Ave.
Freightliner Offices (Under Construction)
Ports O' Call Village

EXISTING


SEARS ROEBUCK & CO
FRED MEYER INC.
UNION PACIFIC R.R.
N. Greeley Ave.
N. Basin Ave.
PUMP STA
PORT PROPERTY
N. Going St.
Fill Area
Extension of Lagoon Ave.
Turn Bays
Rail Yards
9 Acres (Future Development)
N. Lagoon Ave.
KACH MACHINE WORKS
MAR-INDUSTRIAL SALES
MARINE SUPPLY
SECURITY BANK OF OREGON
TEMP CONTROL CORP.
Future Development or Open Space
Hotel
N. Channel Ave.
Offices & Shops
Freightliner Offices
Ports O' Call

ON GRADE SCHEME


SEARS ROEBUCK & CO
FRED MEYER INC.
UNION PACIFIC RR
N. Going Street
N. Greeley Ave.
PUMP STA
N. Basin Ave.
PORT PROPERTY
Structure
Fill Area
Extension of Anchor St.
Rail Yards
9 Acres Future Development
N. Lagoon Ave.
MARINE SUPPLY
MAR-DUSTRIAL SALES
KACH MACHINE WORKS
SECURITY BANK OF OREGON
TEMP CONTROL CORP.
Future Development or Open Space
Hotel
N. Channel Ave.
Offices & Shops
Freightliner Offices
Ports O' Call

GRADE SEPARATED

Appendix

Transit and Trips

EFFECT OF TRANSPORTATION POLICIES ON TRAFFIC VOLUMES

Transportation Policy	Phase One Veh. Per Pk. Hr. Peak Direction	Phase Two Veh. Per Pk. Hr. Peak Direction
(Existing–1974)	(1,800–2,000)	(1,800–2,000)
A. No Change From Today	3,940	5,160
B. Improve Transit	3,575	4,500
C. Stagger Work Hours	3,640	4,600
D. Improve Transit & Stagger Work Hours	3,300	4,100

POLICY B: IMPROVE TRANSIT

Several alternative transit systems were designed and evaluated for Swan Island in order to find a financially sound transit service which would provide the greatest increased access to Swan Island.

The recommended transit services include special peak hour express bus runs to the Channel side in Phase One and to both sides in Phase Two, and an all day shuttle service from the Portland downtown transit mall.

The transit services recommended do as much for increased accessibility to Swan Island as any single roadway project. These transit services especially relieve the regional expressway system, since most of the trips removed are particularly long ones.

Recommended Transit Services (One-Way Trips)	Phase One	Phase Two (Total)
Special Express Buses (Peak Hour)	468 Trips (10 Buses)	829 Trips (18 Buses)
CBD Shuttle (All Day)	368 Trips (4 Buses)	399 Trips (4 Buses)
Total	836 Trips (14 Buses)	1,228 Trips (22 Buses)

The special peak hour express buses were calculated to carry at least 40 passengers and to pay 54 percent or more of their operations cost out of the fare box. The yearly operating subsidy required for the peak hour express buses would be approximately $132,000. The CBD shuttle would be expected to pay 38 percent of its operations cost from the fare box. (This is slightly below Tri-Met's present criterion of 40 percent.) It would require a subsidy of $120,000 per year for weekday operation.

POLICY C: STAGGER WORK HOURS

Industrial land uses vary greatly in the number of peak hour trips generated per acre. Transportation needs can therefore be reduced by the future selling or leasing of land to firms which generate fewer peak hour trips.

Presently, 20 percent of the workers on Swan Island work with firms that generate a low number of trips per acre (two trips per acre compared to an average of six). If 50 percent of the new industrial employees on Swan Island were with firms with a low number of trips per acre (two), peak hour traffic would be altered as follows:

50% Policy (Compared With Present Policy of 20%)	Phase One	Phase Two
Without Transit	140 fewer peak hour vehicles	390 fewer peak hour vehicles
With Transit	100 fewer peak hour vehicles	300 fewer peak hour vehicles

The Port of Portland recently completed a survey of existing firms on Swan Island to determine which could shift their working times, should traffic conditions worsen. The results of the survey indicated that 240 employees at existing firms with present peak hour (8:00 a.m.) start times could shift their starting times without hardship. If these firms did shift, peak hour vehicles would decline by 160 vehicles with transit and 200 vehicles without transit in either Phase One or Phase Two.

The effect of lowering peak hour tripmaking in existing and new firms would be as follows:

Effect of Lowering Peak Hour Tripmaking in Existing and New Firms	Phase One	Phase Two
Without Transit	340 fewer peak hour vehicles	590 fewer peak hour vehicles
With Transit	260 fewer peak hour vehicles	460 fewer peak hour vehicles

While these policies do not have quite as much impact as the transit system by itself, they do substantially change the level of service on the Swan Island access system and require no capital investment.

POLICY D: IMPROVE TRANSIT AND STAGGER WORK HOURS

	Phase One	Phase Two
Maximum effect of both policies together	640 fewer peak hour vehicles	1,160 fewer peak hour vehicles

Note: Approximately 800 peak hour vehicles generate the need for one lane of roadway. Savings in trips through transit or a policy encouraging off peak trips therefore reduce the need for additional roadways.

LEVEL OF SERVICE FOR ARTERIAL STREETS

The following level of service definitions were used for summarizing traffic evaluations. Level of service "D" or better was considered a reasonable flow.

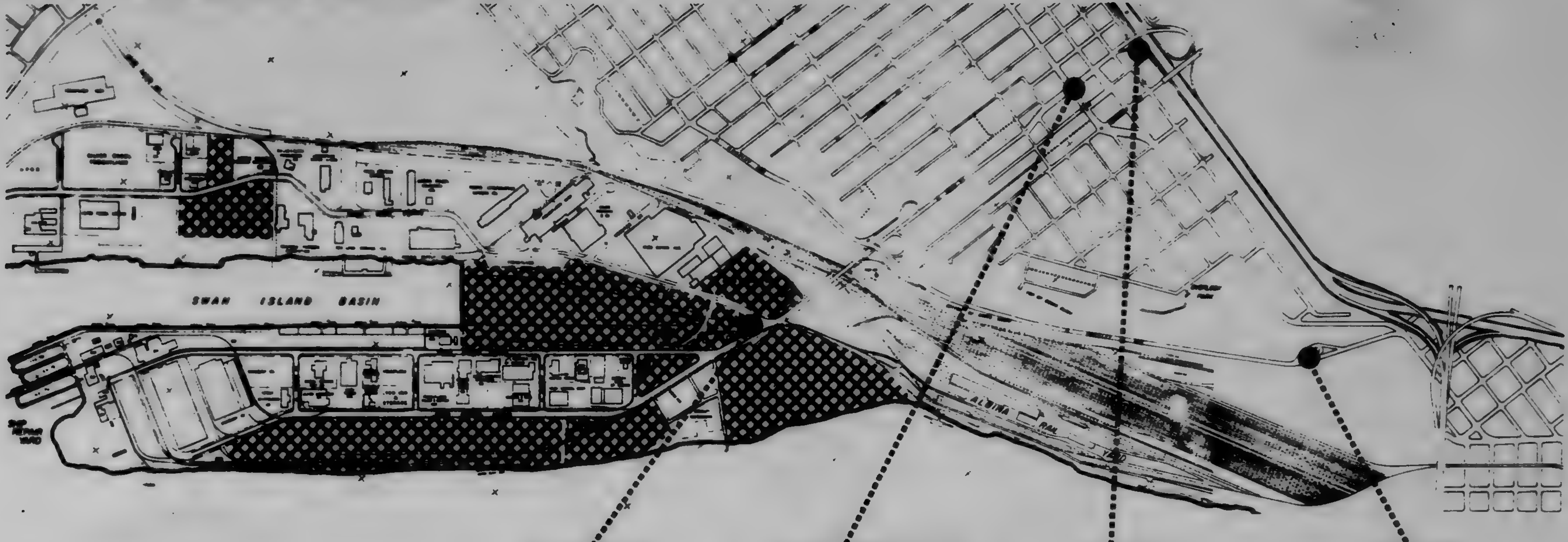
Level of Service	Operating Condition
A	Free flow
B	Stable flow
C	Stable flow
D	Reasonable flow with some vehicles occasionally delayed for a light.
E	Congested: most vehicles wait one light cycle.
F	Jammed: all vehicles wait for one or more light cycles.

Phase One Options

OPTION
1
PHASE ONE

No roadway improvements are made in this option. Traffic on all roads is jammed regardless of what policy changes are implemented. With transit improvements or staggered work hours, traffic is backed up and operating at the lowest possible level of service. Without these policy changes, there would be more traffic than the roads could handle and development would be curtailed.

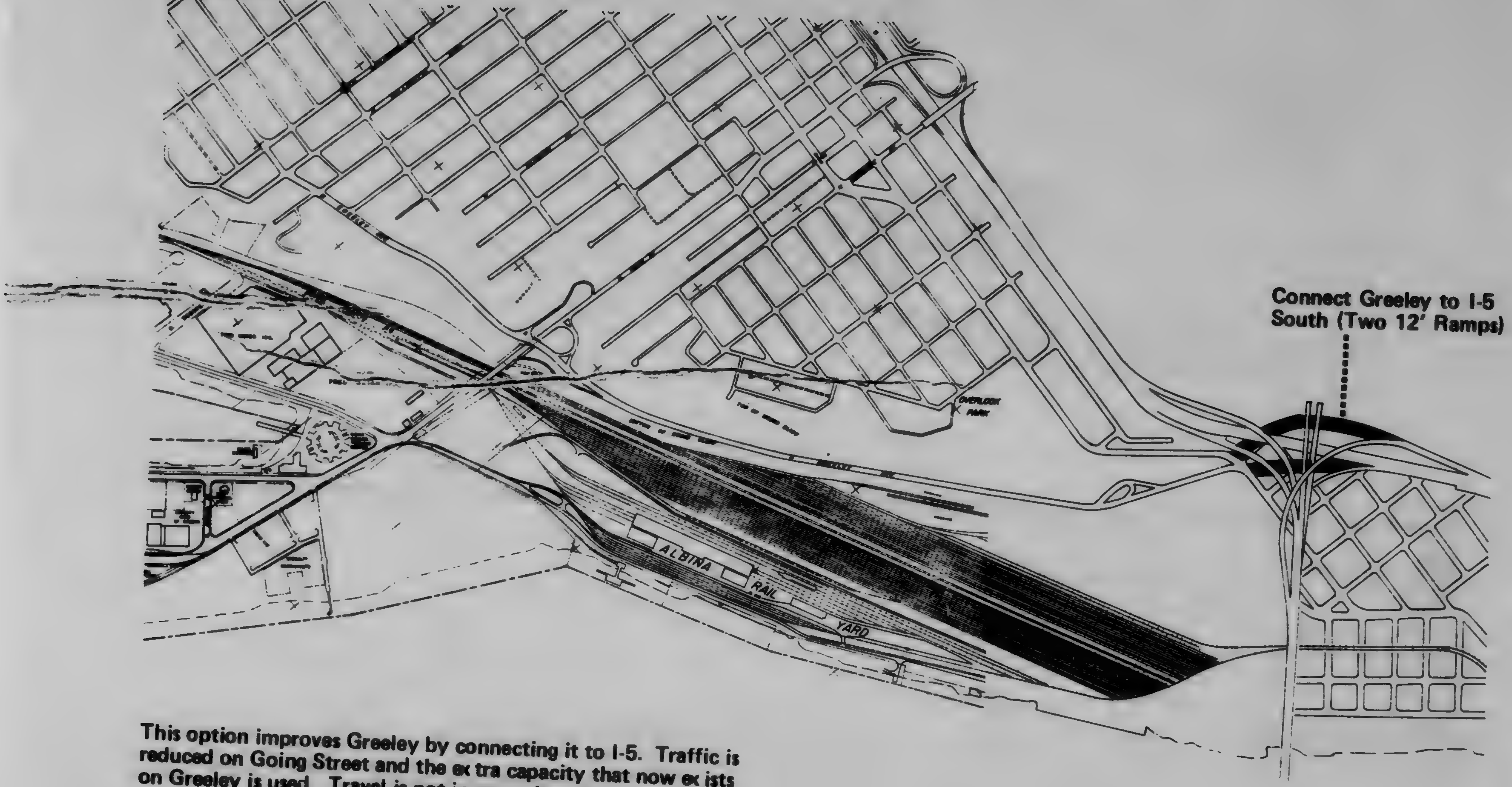
TRAFFIC VOLUMES AND LEVEL OF SERVICE



POLICY		GOING/BASIN 3,100*	GOING/INTERSTATE 2,000*	GOING/I-5 RAMP TO SOUTH 1,500*	GREELEY N. & SO. BOUND
A NO CHANGE	P.M. Peak Hr. Volume	3,940	2,940	1,820	1,000
	Level/Service	F	Worse Than F	F	
B IMPROVE TRANSIT ONLY	Volume	3,575	2,575	1,550	1,000
	Level/Service	E	F	D	
C STAGGER WORK HOURS ONLY	Volume	← Same as Improving Transit Only →			
	Level/Service				
D IMPROVE TRANSIT AND STAGGER WORK HOURS	Volume	3,300	2,350	1,500	950
	Level/Service	E	E	D	

*Capacity at 'D'

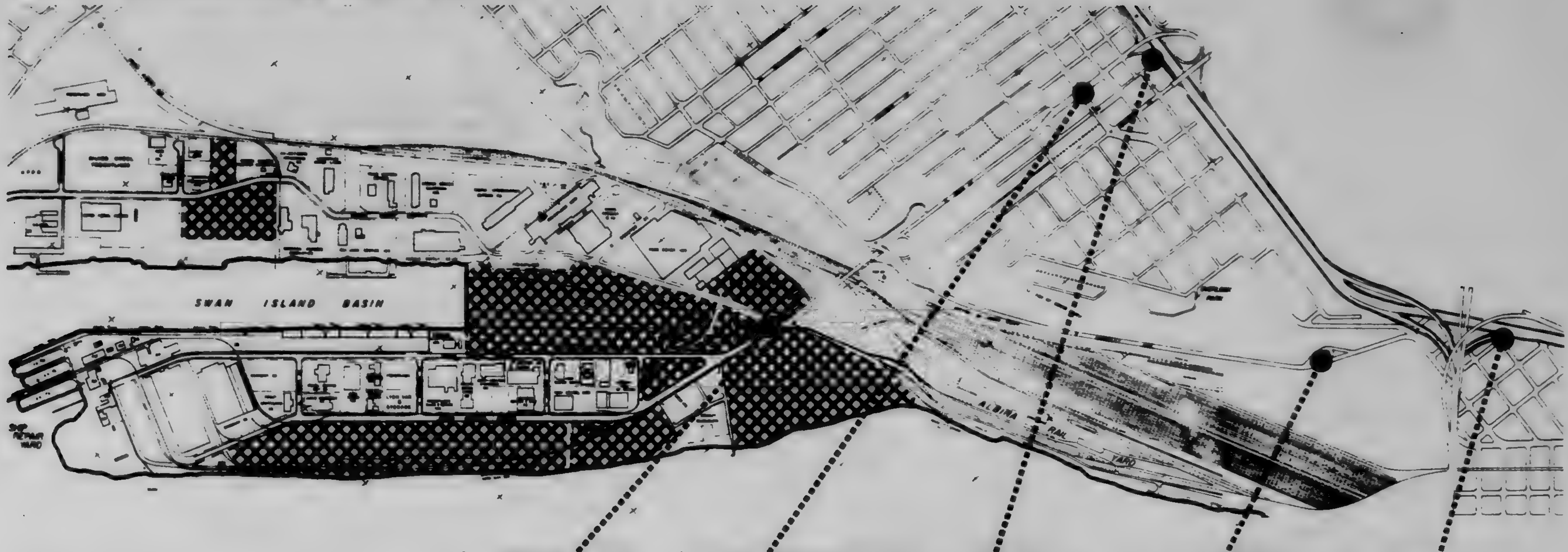
OPTION
2
PHASE ONE



Connect Greeley to I-5 South (Two 12' Ramps)

This option improves Greeley by connecting it to I-5. Traffic is reduced on Going Street and the extra capacity that now exists on Greeley is used. Travel is not improved on Swan Island; most cars would have a one- or two-cycle wait at the Going/Basin intersection during peak hours. Traffic on Going Street, however, is relieved since 30 percent of the vehicles that otherwise would be on Going are diverted onto Greeley.

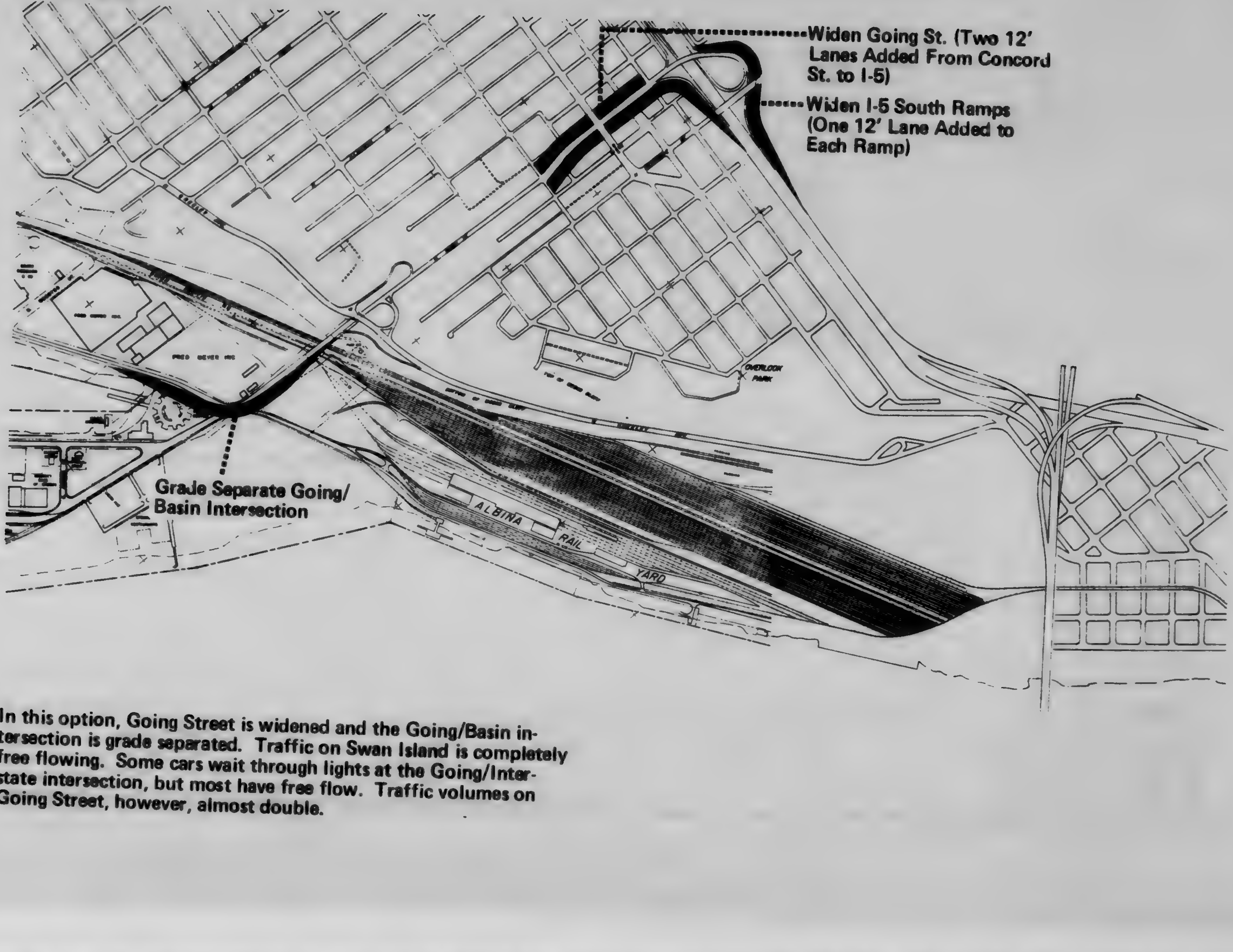
TRAFFIC VOLUMES AND LEVEL OF SERVICE


SWAN ISLAND BASIN
ALBINA RAIL YARD
SHIP REPAIR YARD

POLICY			GOING/BASIN 3,100*	GOING/INTERSTATE 2,000*	GOING/I-5 RAMP TO SOUTH 1,500*	GREELEY N. & SO. BOUND	GREELEY/I-5 800*
A	NO CHANGE	P.M. Peak Hr. Volume	3,940	2,140	1,020	1,800	800
		Level/Service	F	D	C		D
B	IMPROVE TRANSIT ONLY	Volume	3,575	1,775	775	1,800	800
		Level/Service	E	D	C		D
C	STAGGER WORK HOURS ONLY	Volume	← Same as Transit Only →				
		Level/Service					
D	IMPROVE TRANSIT AND STAGGER WORK HOURS	Volume	3,300	1,600	750	1,700	750
		Level/Service	E	D	C		D

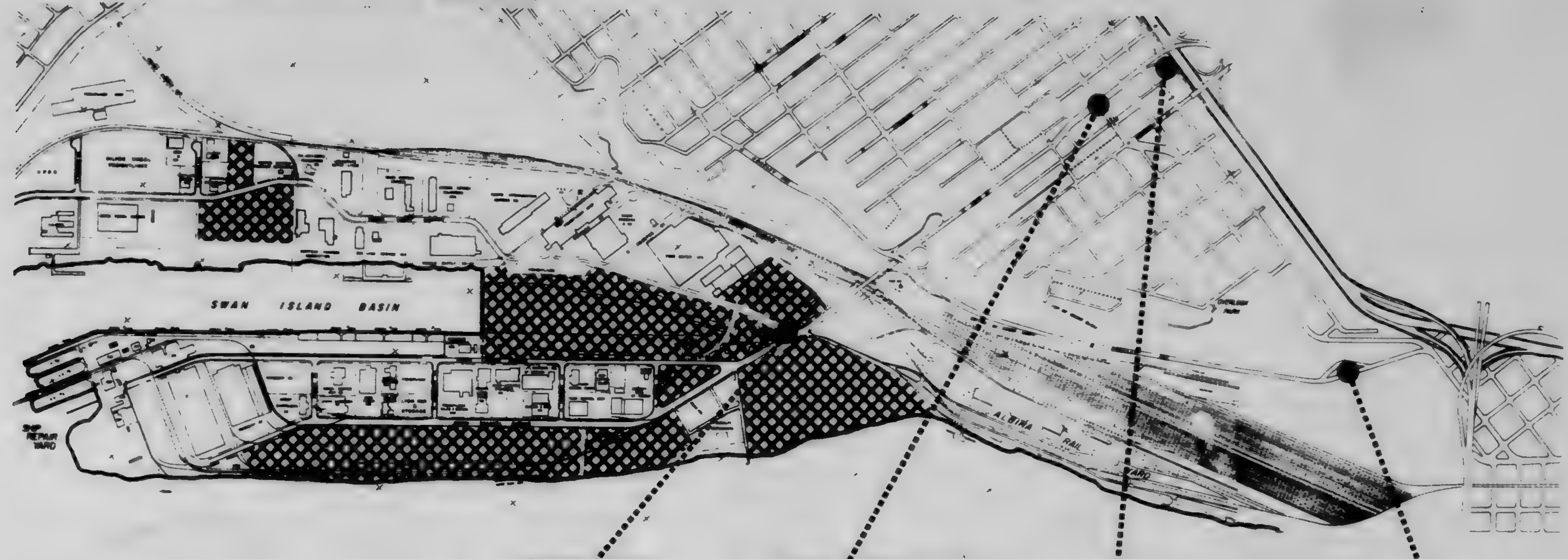
*Capacity at 'D'

OPTION
3
PHASE ONE


Widen Going St. (Two 12' Lanes Added From Concord St. to I-5)
Widen I-5 South Ramps (One 12' Lane Added to Each Ramp)
Grade Separate Going/ Basin Intersection
FRED MEYER INC
OVERLOOK PARK
ALBINA RAIL YARD

In this option, Going Street is widened and the Going/Basin intersection is grade separated. Traffic on Swan Island is completely free flowing. Some cars wait through lights at the Going/Interstate intersection, but most have free flow. Traffic volumes on Going Street, however, almost double.

TRAFFIC VOLUMES AND LEVEL OF SERVICE


SWAN ISLAND BASIN
SHIP REPAIR YARD
ALBINA RAIL YARD

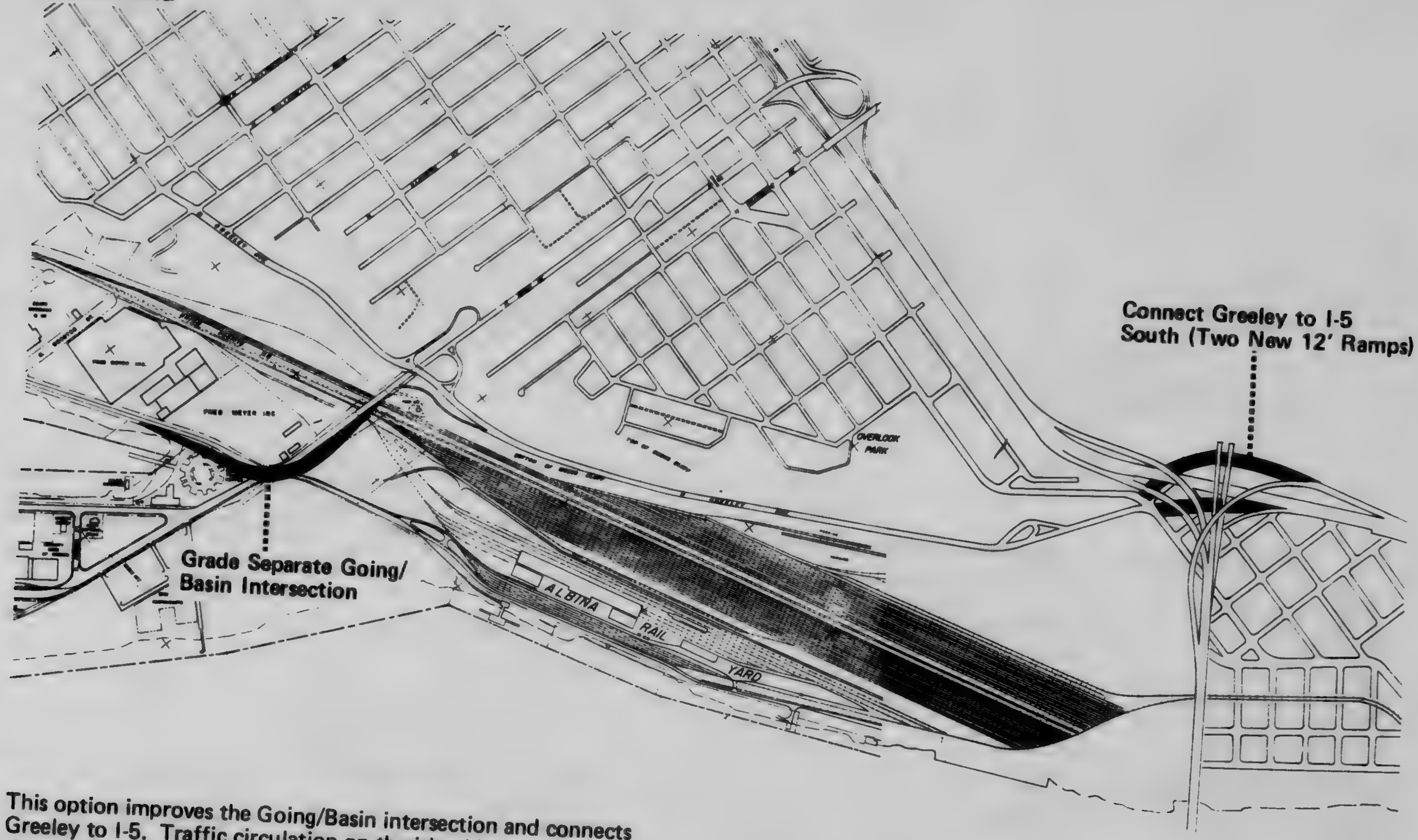
POLICY			GOING/BASIN 5,000*	GOING/INTERSTATE 2,800*	GOING/I-5 RAMP TO SOUTH 2,500*	GREELEY N. & SO. BOUND
A	NO CHANGE	P.M. Peak Hr. Volume Level/Service	3,940 C	2,940 D	1,820 C	1,000
B	IMPROVE TRANSIT ONLY	Volume Level/Service	3,575 C	2,575 D	1,600 C	1,000
C	STAGGER WORK HOURS ONLY	Volume Level/Service	← Same as Improving Transit Only →			
D	IMPROVE TRANSIT AND STAGGER WORK HOURS	Volume Level/Service	3,300 C	2,350 D	1,500 C	950

*Capacity at 'D'

OPTION

4

PHASE ONE

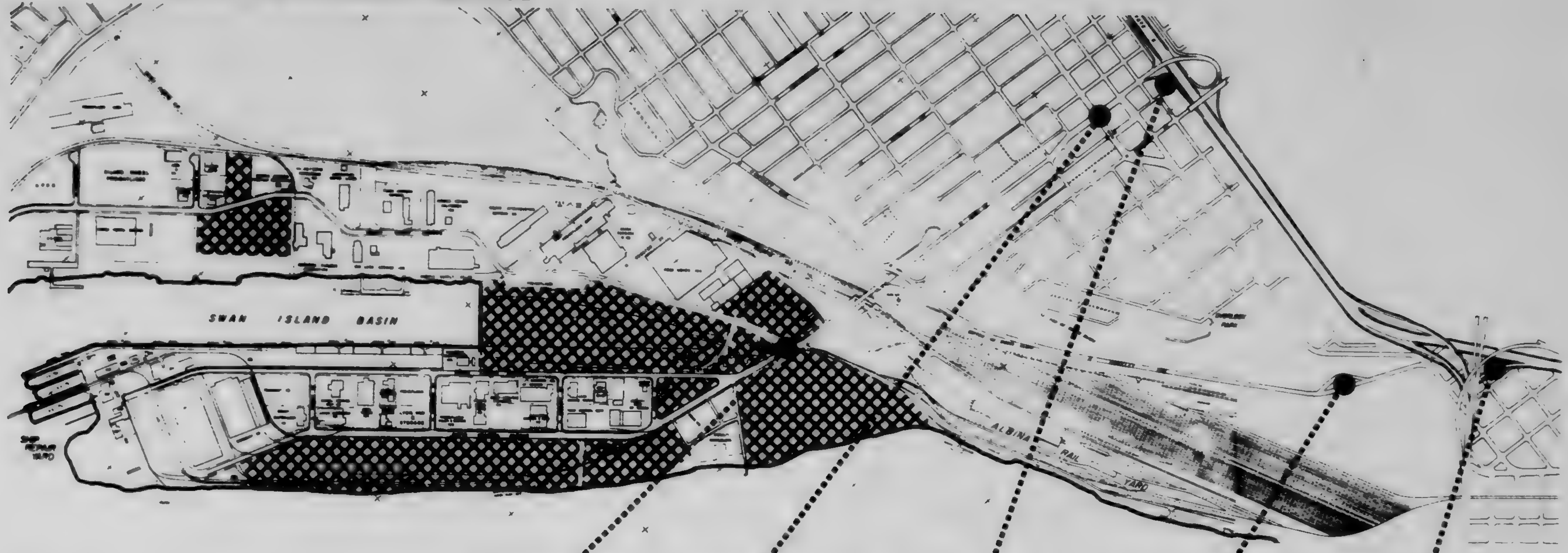


Connect Greeley to I-5 South (Two New 12' Ramps)

Grade Separate Going/ Basin Intersection

This option improves the Going/Basin intersection and connects Greeley to I-5. Traffic circulation on the island is improved and the excess capacity that now exists on Greeley is used. Traffic on the island is completely free flowing. Most new trips to I-5 use Greeley rather than Going. Some cars wait at the Going/ Interstate intersection, but most have free flow.

TRAFFIC VOLUMES AND LEVEL OF SERVICE



POLICY			GOING/BASIN 5,000*	GOING/INTERSTATE 2,000*	GOING/I-5 RAMP TO SOUTH 1,500*	GREELEY N. & SO. BOUND	GREELEY/I-5 800*
A	NO CHANGE	P.M. Peak Hr. Volume Level/Service	3,940 C	2,140 D	1,020 C	1,800	800 D
B	IMPROVE TRANSIT ONLY	Volume Level/Service	3,575 C	1,775 D	775 C	1,800	800 D
C	STAGGER WORK HOURS ONLY	Volume Level/Service	← Same as Improving Transit Only →				
D	IMPROVE TRANSIT AND STAGGER WORK HOURS	Volume Level/Service	3,300 C	1,600 D	700 C	1,700	750 D

*Capacity at 'D'

LEVEL OF SERVICE FOR ARTERIAL STREETS

The following level of service definitions were used for summarizing traffic evaluations. Level of service "D" or better was considered a reasonable flow.

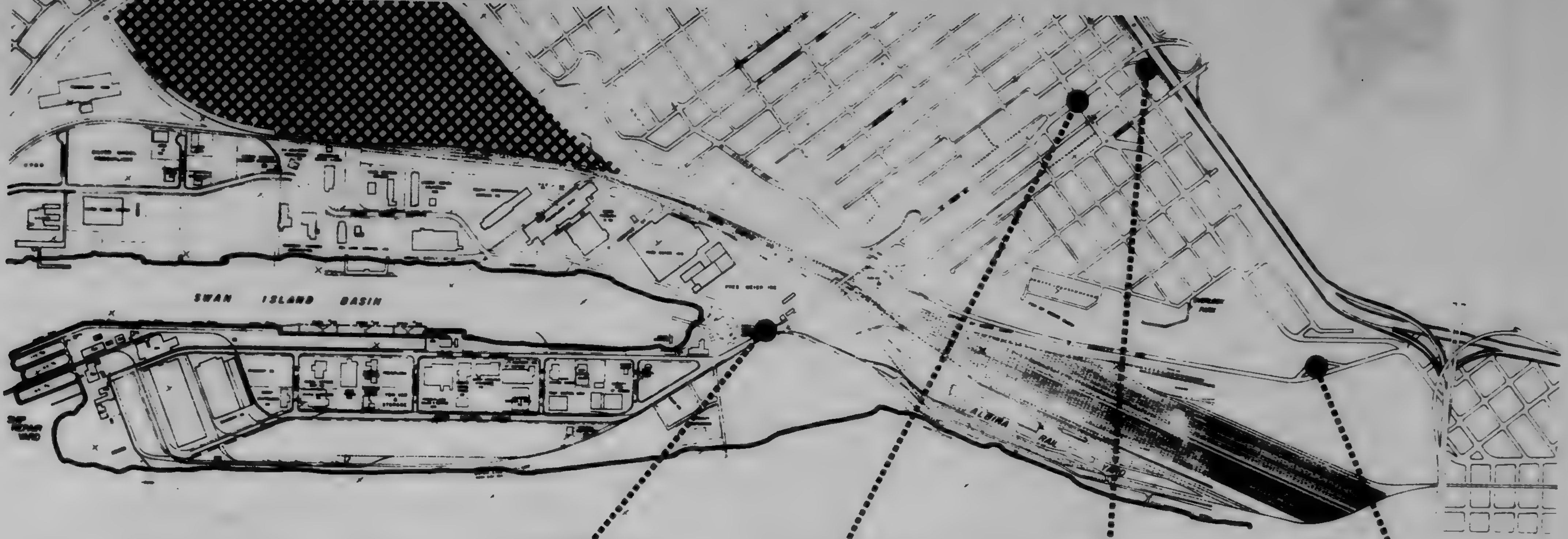
Level of Service	Operating Condition
A	Free flow
B	Stable flow
C	Stable flow
D	Reasonable flow with some vehicles occasionally delayed for a light.
E	Congested: most vehicles wait one light cycle.
F	Jammed: all vehicles wait for one or more light cycles.

Phase Two Options

OPTION
1
PHASE TWO

No roadway improvements are made in this option. Traffic projections in this case are hypothetical because streets would be jammed and new firms would stop locating on Swan Island before full development occurred.

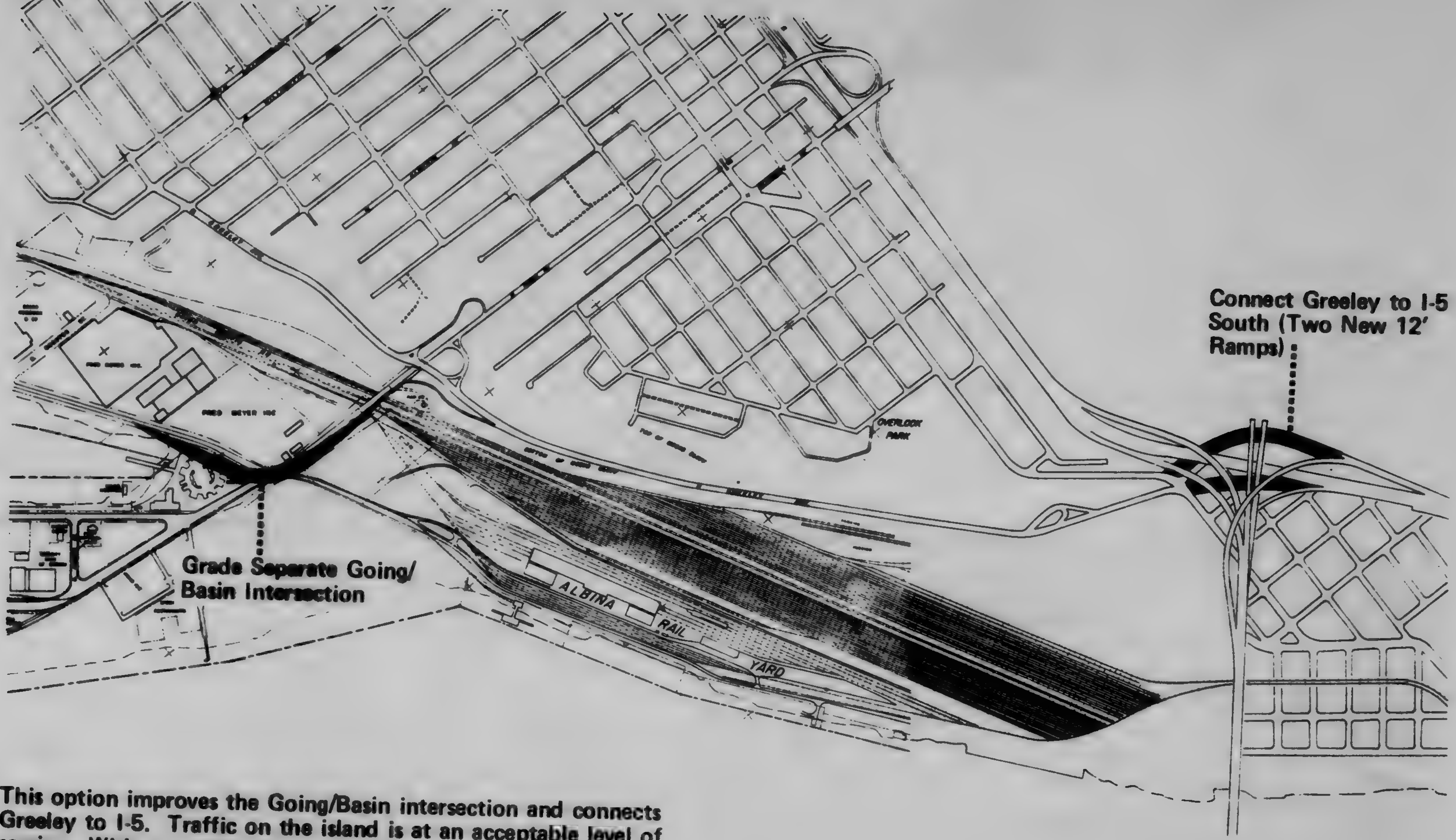
TRAFFIC VOLUMES AND LEVEL OF SERVICE



POLICY			GOING/BASIN 3,100*	GOING/INTERSTATE 2,000*	GOING/I-5 RAMP TO SOUTH 1,500*	GREELEY N. & SO. BOUND
A	NO CHANGE	P.M. Peak Hr. Volume	5,160	3,900	2,500	1,250
		Level/Service	Worse Than F	Worse Than F	Worse Than F	
B	IMPROVE TRANSIT ONLY	Volume	4,500	3,250	2,000	1,250
		Level/Service	F	Worse Than F	F	
C	STAGGER WORK HOURS ONLY	Volume	4,600	3,350	2,050	1,250
		Level/Service	F	Worse Than F	Worse Than F	
D	IMPROVE TRANSIT AND STAGGER WORK HOURS	Volume	4,100	2,900	1,800	1,200
		Level/Service	F	Worse Than F	F	

*Capacity at 'D'

OPTION
4
PHASE TWO

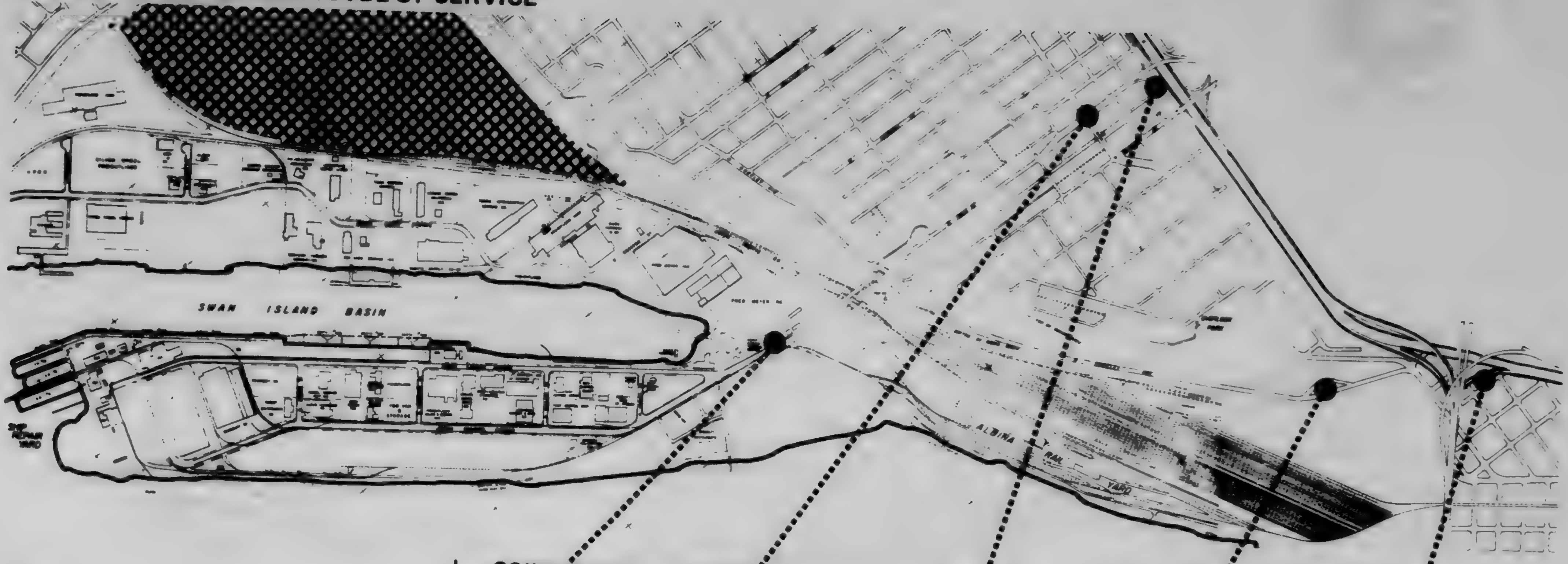


Connect Greeley to I-5 South (Two New 12′ Ramps)

Grade Separate Going/ Basin Intersection

This option improves the Going/Basin intersection and connects Greeley to I-5. Traffic on the island is at an acceptable level of service. With no policy changes, traffic at the Going/Interstate intersection cannot be accommodated. With the 'transit only' policy, traffic on Going is heavy and most vehicles experience a delay. With the 'transit and staggering work hours' policy, traffic on Going Street achieves a reasonable flow.

TRAFFIC VOLUMES AND LEVEL OF SERVICE

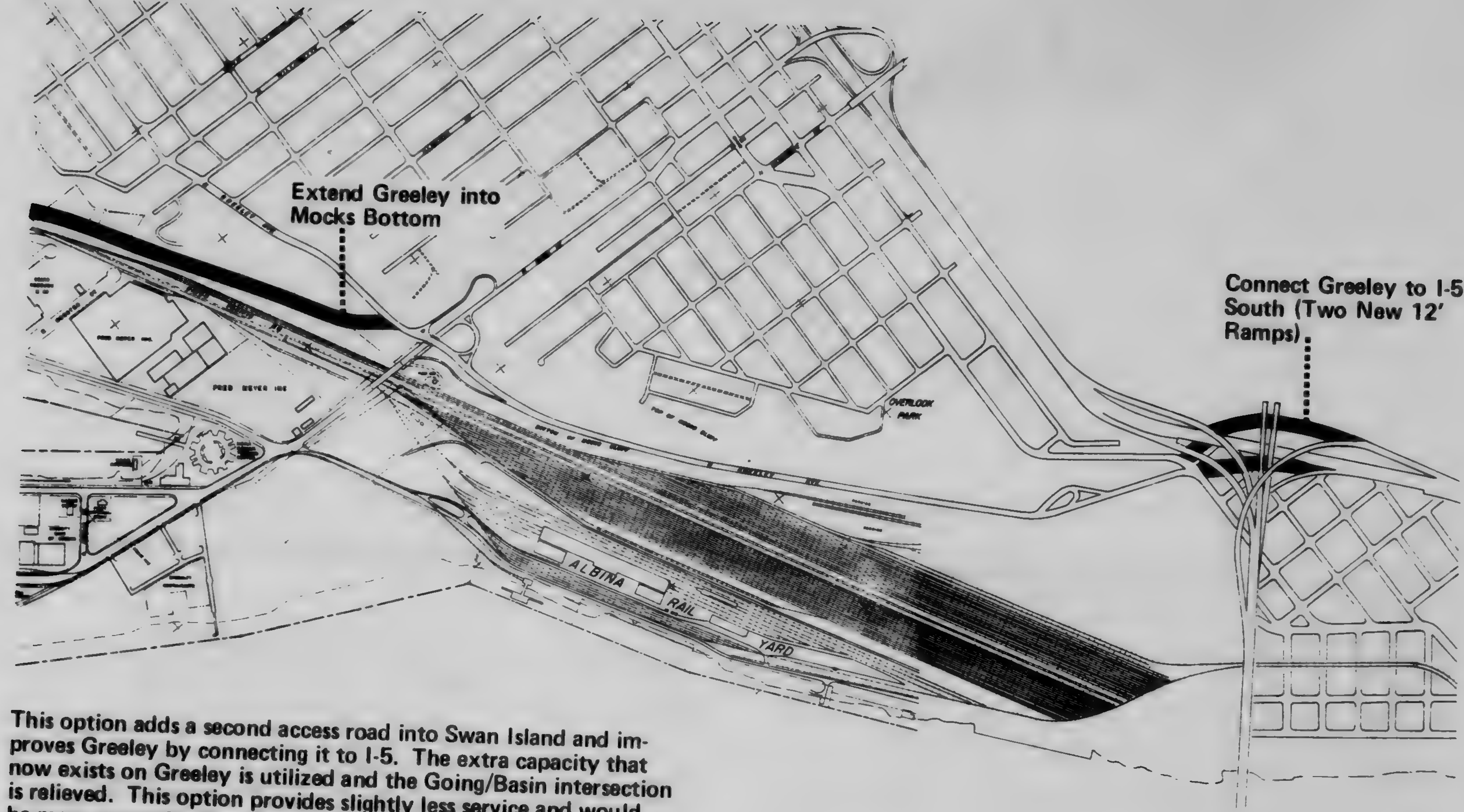


POLICY		GOING/BASIN 5,000*	GOING/INTERSTATE 2,000*	GOING/I-5 RAMP TO SOUTH 1,500*	GREELEY N. & SO. BOUND	GREELEY/I-5 800*
A NO CHANGE	P.M. Peak Hr. Volume Level/Service	5,160 D	3,000 Worse Than F	1,600 D	2,150	900 D
B IMPROVE TRANSIT ONLY	Volume Level/Service	4,500 D	2,450 E	1,100 C	2,050	850 D
C STAGGER WORK HOURS ONLY	Volume Level/Service	4,600 D	2,550 E to F	1,250 D	2,050	850 D
D IMPROVE TRANSIT AND STAGGER WORK HOURS	Volume Level/Service	4,100 D	2,150 D	1,000 C	1,950	850 D

*Capacity at 'D'

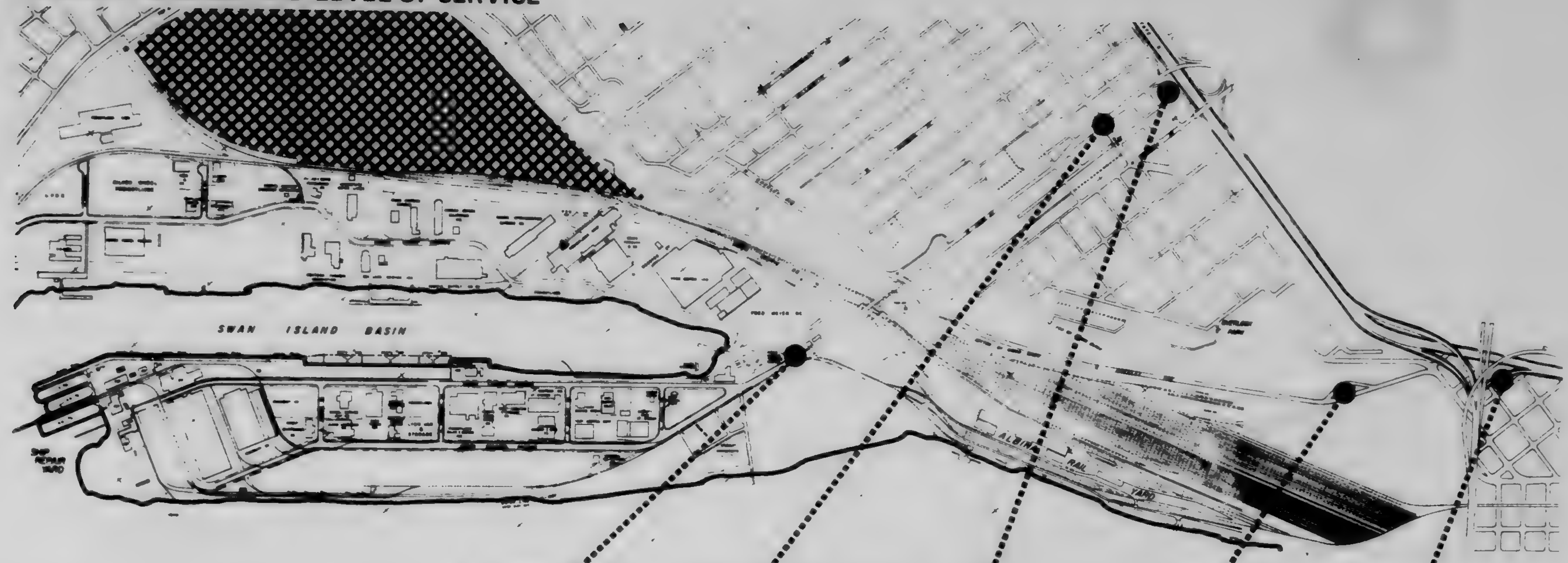
OPTION 5

PHASE TWO


Extend Greeley into Mocks Bottom
Connect Greeley to I-5 South (Two New 12' Ramps)
OVERLOOK PARK
ALBINA RAIL YARD

This option adds a second access road into Swan Island and improves Greeley by connecting it to I-5. The extra capacity that now exists on Greeley is utilized and the Going/Basin intersection is relieved. This option provides slightly less service and would be more expensive than Option 4 (grade separating Going/Basin). Traffic at Going/Basin is congested. With no policy changes, traffic at the Going/Interstate intersection cannot be accommodated. With the 'transit only' policy, traffic on Going is heavy and most vehicles experience a delay. With the 'transit and staggering work hours' policy, traffic on Going Street achieves a reasonable flow.

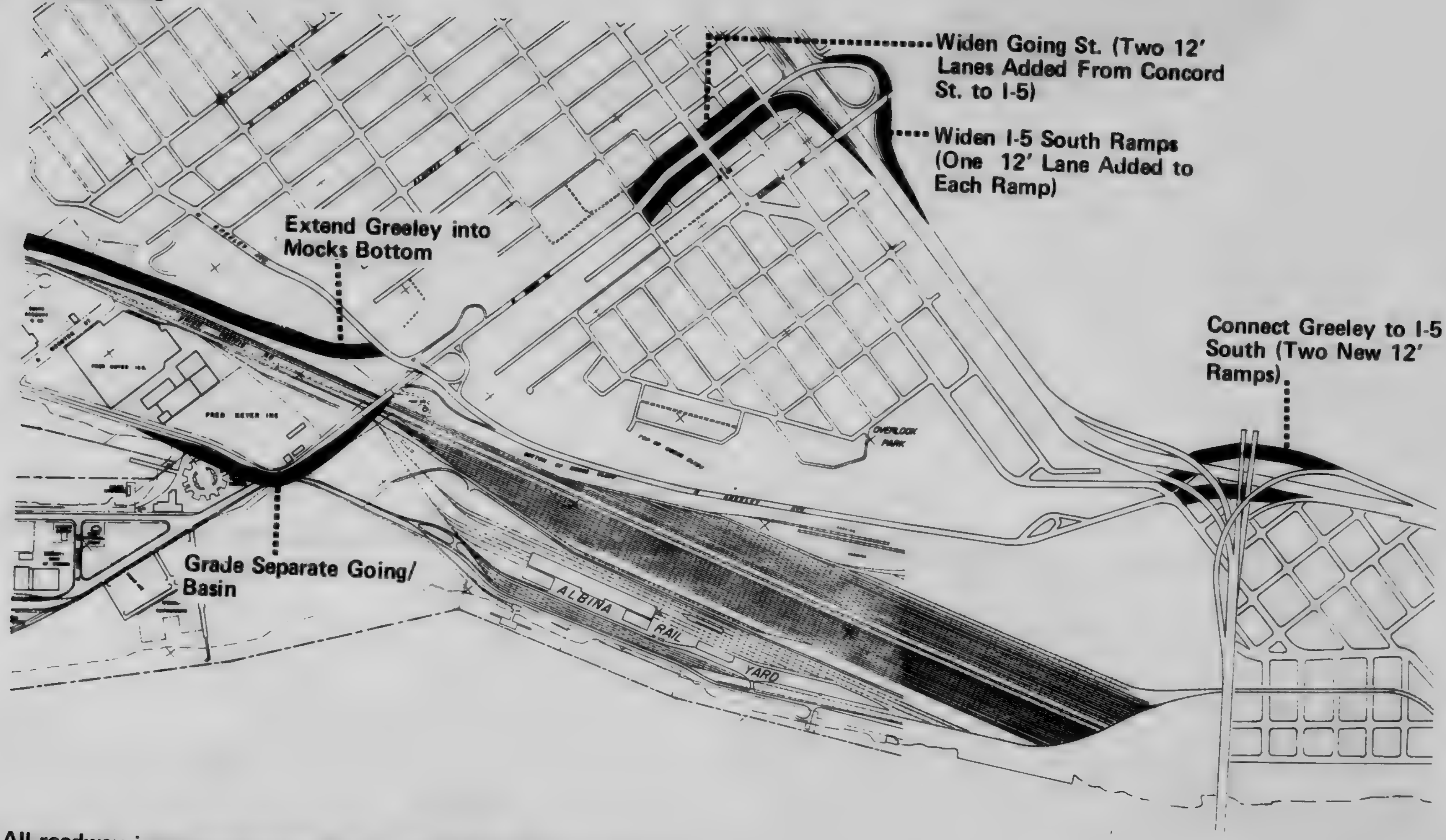
TRAFFIC VOLUMES AND LEVEL OF SERVICE



POLICY			GOING/BASIN 3,100*	GOING/INTERSTATE 2,000*	GOING/I-5 RAMP TO SOUTH 1,500*	GREELEY N. & SO. BOUND	GREELEY/I-5 800*
A	NO CHANGE	P.M. Peak Hr. Volume	4,000	3,000	1,600	2,150	900
		Level/Service	F	Worse Than F	D		D
B	IMPROVE TRANSIT ONLY	Volume	3,600	2,450	1,100	2,050	850
		Level/Service	E	E	C		D
C	STAGGER WORK HOURS ONLY	Volume	3,700	2,550	1,250	2,050	850
		Level/Service	E	E to F	D		D
D	IMPROVE TRANSIT AND STAGGER WORK HOURS	Volume	3,250	2,050	1,000	2,050	850
		Level/Service	D	D	C		D

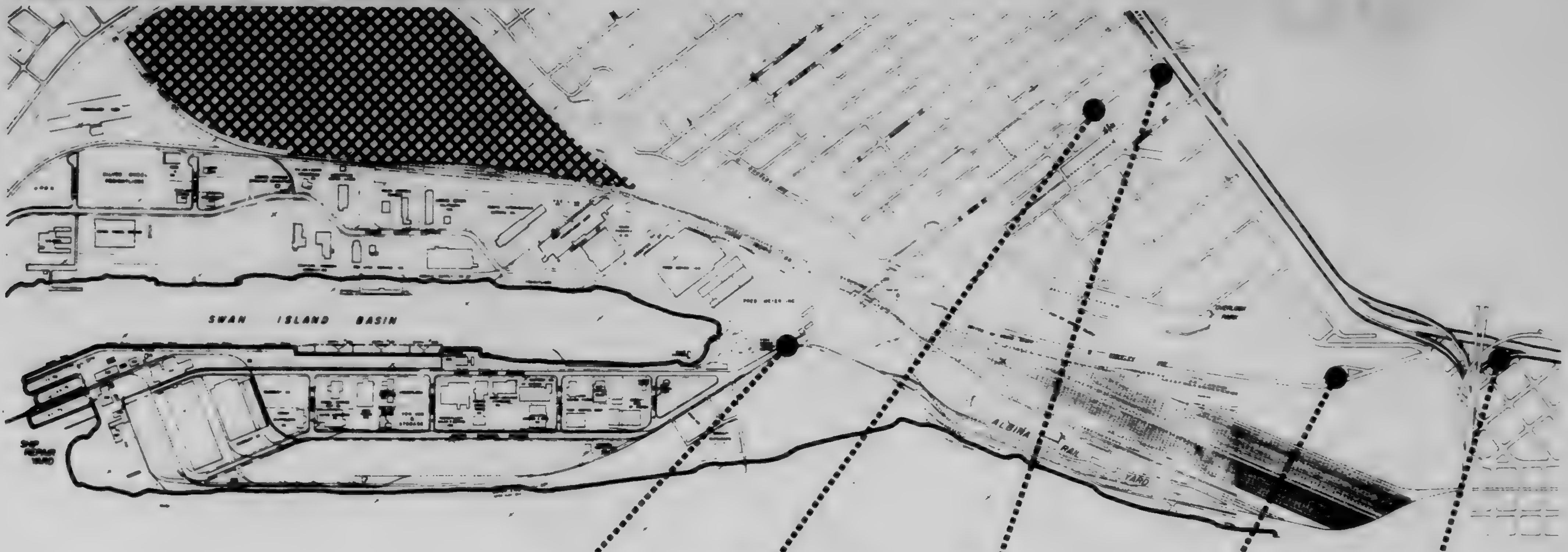
*Capacity at 'D'

OPTION
6
PHASE TWO


Widen Going St. (Two 12' Lanes Added From Concord St. to I-5)
Widen I-5 South Ramps (One 12' Lane Added to Each Ramp)
Extend Greeley into Mocks Bottom
Connect Greeley to I-5 South (Two New 12' Ramps)
Grade Separate Going/Basin
FRED MEYER INC.
OVERLOOK PARK
ALBINA RAIL YARD

All roadway improvements are made. All points have reasonable or good flow. This option represents a higher investment in Swan Island traffic service than would exist in most all other places in the metropolitan area. No transit or other policy changes would be needed.

TRAFFIC VOLUMES AND LEVEL OF SERVICE



POLICY			GOING/BASIN 5,000*	GOING/INTERSTATE 2,800*	GOING/I-5 RAMP TO SOUTH 2,500*	GREELEY N. & SO. BOUND	GREELEY/I-5 800*
A	NO CHANGE	P.M. Peak Hr. Volume	4,360	3,000	1,600	2,150	900
		Level/Service	D	D to E	C		D
B	IMPROVE TRANSIT ONLY	Volume	3,700	2,450	1,200	2,050	800
		Level/Service	C	D	B		D
C	STAGGER WORK HOURS ONLY	Volume	3,800	2,550	1,300	2,050	800
		Level/Service	C	D	B		D
D	IMPROVE TRANSIT AND STAGGER WORK HOURS	Volume	3,350	2,250	1,100	1,850	750
		Level/Service	C	C	B		D

*Capacity at 'D'

Costs

The capital costs in the chart below were used for this study. These costs have been compiled from a variety of sources and were not re-estimated for comparability. Updating is required, and therefore these costs should be used as "ball-park" estimates only.

CAPITAL COSTS

Project	Source of Estimate (Year)	Cost Estimate
Ramps Connecting Greeley to I-5	OSHD (1975)	$ 3,240,000
Grade Separate Going/Basin	City Resolution (1974)	$ 4,240,000
Widen Going by 2 Lanes from Concord to I-5	System Design Concepts (1975)	$ 800,000
Widen Going/I-5 On Ramps (2 Lanes)	City Memo (1974)	$ 1,000,000
Extend Greeley into Mocks Bottom	City Memo (1974) (Updated)	$10,000,000
New Buses @ $60,000	System Design Concepts (1975)	
Max. 15 for Phase One		$ 900,000
Max. 8 for Phase Two		$ 480,000
Total Phase One and Two		$ 1,380,000

FUNDING SOURCES

All the roadway projects listed above are eligible for funding under the Federal Aid Urban System, through which the federal government would pay 78 percent of costs, the state 11 percent, and the local agency 11 percent. Projects involving improvements to I-5 ramps at Greeley Street or at Going Street, however, might be judged by federal officials to be eligible for funding under the Federal Aid Interstate System, through which the federal government would pay 92 percent of the costs and the state would pay eight percent. The interstate program does not require local agency matching funds.

The City of Portland is assumed to provide the local match for projects funded through the Federal Aid Urban System, except for the Basin/Going grade separation, for which the 11 percent local match could be provided either by the city, the Port, or a combination of the two.

Technical Data

TRIP PROJECTIONS

Introduction

Although there have been many previous Swan Island access studies, this is the first to evaluate the use of transit, carpooling, staggering work hours and land use policy as alternatives to roadway projects. This section describes how the future projections used in this study were made.

To predict future tripmaking, projections of daily person trips were first made for industrial and commercial land uses. Since industrial and commercial tripmaking are different, each was predicted separately. This was done by multiplying the present number of trips made (per acre or per square foot) by the total number of future acres of industrial and square feet of commercial development.

Next, the percentage of trips that would be made by transit or by carpooling was calculated and subtracted from the total projected trips. The results were forecasts of transit trips, auto usage including carpooling, and truck trips. The methodology used for these calculations was developed from work done for the Governor's Task Force on Transportation and is described in a separate working paper entitled "Methodology for Swan Island Transit Trip Forecasts."

Swan Island's future critical access problems will occur only in peak hours. Therefore, the concentration of this study was on the peak hour, with total daily travel being projected but not evaluated. For industrial trips, the potential for lowering the number of peak hour trips was estimated for both present and potential new firms, and for policies with and without transit. For commercial areas, peak hour transit usage was predicted to be quite small and would not affect total peak hour roadway usage.

IMPROVING TRANSIT

Several transit concepts and variations on each were explicitly examined in order to develop a transit system which could remove the largest number of vehicles at peak hours from the roadway system. A prime consideration for determining the feasibility of any of these transit systems was whether they would efficiently utilize Tri-Met equipment during peak hours. It was assumed that Tri-Met will have a criteria that any new services should run virtually full at peak hour. For this reason, services were considered feasible only if at least 40 passengers per bus were predicted for peak hour runs, and at least 40 percent of the operation's cost was to be paid out of the fare box.

Transit system concepts examined included the following:

- Transfer lines operating to intercept riders from other lines and take them to Swan Island. Lines examined for this purpose included the Killingsworth and the Bridge Transfer line.
- A shuttle from downtown Portland to Swan Island.
- Peak hour express buses from outlying park and ride sites to Swan Island. Variations included separate systems to the two sides of the Industrial Park and transfers between buses running to either side.

Ridership was predicted for each transit alternative by applying modal split models to the peak hour trips from predesignated zones to either side of Swan Island. The models also predicted carpooling from each zone to Swan Island. (The methodology used to forecast transit trips was published separately; see Introduction.)

BRIDGE TRANSFER AND KILLINGSWORTH LINES

The concept of both extending the Bridge Transfer line to Swan Island and running a shuttle from the transit mall to Swan Island was examined as a means of serving workers living on both sides of the Willamette River. However, running both of these lines proved to be ineffective due to the cost of providing enough buses at a reasonable frequency of service. It was found that a single transfer line operating from the CBD could have twice the frequency of service for the same cost as the two lines. This increased frequency would be a superior service to the Bridge Transfer line even for east side persons. The concept of extending the Bridge Transfer line was therefore dropped from further consideration.

The Killingsworth line was expected to perform about the same as today if it is continued.

DOWNTOWN/SWAN ISLAND SHUTTLE

For trips from the inner areas of the city to Swan Island, a service involving downtown transfers was designed. The assumed service was a bus leaving Portland's CBD every 12 minutes during peak periods, and traveling directly to Swan Island, with an assumed running time of 15 minutes between the transit mall and Swan Island. The percentage of persons using transit from inner areas on such a system was about five to eight percent, or roughly equivalent to the percentages which would use transit if special express buses were run from those inner areas. In addition to serving city residents, the CBD transfer service would provide an important "back-up" service for outlying park and ride express bus patrons who occasionally miss their bus.

DOWNTOWN SHUTTLE PROJECTIONS (Peak Hour Work Trips)

Urban Area	Number Transit Trips Phase One	Phase Two
Southeast, inner Southwest & inner Northwest: 7% of all trips from these areas to Swan Island use the downtown shuttle service.	55	81
North Portland: 5% use the downtown shuttle if it stops at Greeley and North Interstate	13	19
Other urban areas: 8% use the shuttle if no other service is offered.	170	260
Total ridership on the downtown shuttle if no other services provided.	238 Persons	360 Persons
Total ridership if special express buses also run.	68 Persons	99 Persons

SPECIAL PARK AND RIDE EXPRESS BUSES

This kind of service would be similar to Tri-Met's present pre-peak express buses serving Freightliner. A single peak hour bus would run at a fixed time from one or more parking lots to Swan Island, arriving just before employee start times. A single reverse run would be made in the afternoon. This type of service would be useful to those with fixed times of arrival and departure.

For each phase of development, express bus ridership was predicted from 26 potential park and ride areas to each side of Swan Island. Some areas were consolidated and bus runs were designed for those that would carry at least 40 persons.

The recommended peak hour express bus runs are shown below. This type of transit service has the highest projected ridership and limits Tri-Met's operating costs to a reasonable level with more than 40 percent of operating costs met from the fare box. Lines with the greatest number of riders originated in outlying areas, rather than inner-city areas. This was because auto operating costs become quite high at long distances from Swan Island, while transit fares remain a constant 35 cents. Those who drive the furthest save the most and are therefore more willing to use transit.

PEAK HOUR EXPRESS USAGE

Phase 1 or Phase 2 to Swan Side	Riders
2 Buses serving Gresham/Rockwood/Gateway	89
1 Bus serving Lents/Mall 205	41
2 Buses serving Milwaukie/Clackamas/Oregon City	94
1 Bus to Wilsonville/Tigard/West Portland	54
1 Bus to Hillsboro	47
1 Bus to Beaverton/Sunset	36
2 Buses to Clark County	107
10 Buses	468

Phase 2 to Basin Side	Riders
1 Bus serving Gresham/Rockwood	55
1 Bus serving Lents/Mall 205/Gateway	56
2 Buses serving Oregon City/Milwaukie/Clackamas	71
1 Bus serving Hillsboro	40
1 Bus serving Tigard/Beaverton/Sunset	47
2 Buses to Clark County	92
8 Buses	361

RECOMMENDED TRANSIT SERVICE

As a result of the examination of the several transit concepts, the recommended transit system includes 10 peak hour express buses in Phase One, 18 peak hour express buses in Phase Two, and a CBD shuttle to provide basic all day access to the regional system. The ridership for the recommended services is:

	Phase One		Phase Two	
	Peak Work Trips	Daily Shop Trips	Peak Work Trips	Daily Shop Trips
Special Express Buses	468	0	829	0
CBD Shuttle	68	300	99	300
Total	536	300	928	300

ADDITIONAL EXPRESS BUS RIDERSHIP POSSIBLE

If Tri-Met's criterion for peak hour loads was lowered to 30 persons per bus instead of 40, an express bus could be run through Northeast Portland to the Channel side of the island. If the criterion were lowered to 20, a Phase One peak hour express bus from 39th and Powell (along 39th, stopping at Hollywood, then to the Channel side) could pick up 26 more passengers. For Phase Two (assuming 20 persons per bus), three more buses could be run to the Basin side: one from 39th and Powell (+22 persons), one from Wilsonville and West Portland (+26 persons), and one through Northeast Portland (+27 persons).

	Added Transit Riders	
Tri-Met Criteria	Phase One	Phase Two
30 Persons Per Bus	32	32
20 Persons Per Bus	58	133

Note: Some of the persons on the express buses from these areas were those who might be using the downtown shuttle service. The total transit system ridership gains would therefore be less than the above figures.

INTERCEPT PARK AND RIDE AT I-5

A transit concept examined and discarded was to provide one or more large park and ride stations at I-5 near Swan Island. Usage of these stations was projected to be very low, since drivers would have little to gain by shifting to transit for just the last few miles or minutes of their trip.

STAGGERING WORK HOURS

A variety of policies could lead to fewer peak hour trips per acre compared to today. These include the following policies and their combinations:

- The shifting of present firms which usually generate peak hour traffic to different starting times. An example of this would be Freightliner's shift to a 7:00 a.m. start time.
- Development of firms that normally generate off-peak trips, such as the present long distance trucking and food distribution firms on the Basin Street side of the island. Some of these firms generate only .09 employee trips at the peak one-half hour, as compared with .4 and .8 for other firms.
- Land banking or the development of lands at a temporarily low density, until off-peak trip generating uses can be located there.

SHIFTING OF PRESENT FIRMS TO OFF-PEAK START TIMES

Present Swan Island firms were surveyed by the Port to determine which could shift working times. Positive responses from existing firms with start times of 8:00 a.m. are given in the table below.

This study assumed that firms would not shift their workers' start times as long as peak hour roadway capacity is available. Instead, present and new firms which are able to do so will shift work times when it becomes desirable to them, i.e., when intolerable congestion at peak hour occurs.

OFF-PEAK SHIFT PROJECTIONS

	Could Shift Without Hardship	Could Shift With Hardship
Number of present workers that could shift start times (1975 Port survey)	240	500
Peak hour reduction of vehicles with transit (projection)	160	320
Peak hour reduction of vehicles without transit (projection)	200	400

ENCOURAGING DEVELOPMENT OF FIRMS WITH LOW PEAK TRIP GENERATION

Encouraging the development of pre-peak manufacturing firms such as Freightliner (.13 peak hour work trips per employee), or the distribution and food firms (.09 peak hour work trips per employee) results in only one-third to one-fourth as many peak hour work trips per employee as the present average. With this type of policy, much more employment would thereby be accommodated at Swan Island for any level of roadway investments. The following table illustrates the different implications of alternative policies:

EFFECTS OF ALTERNATIVE DEVELOPMENT POLICIES (PEAK HOUR)

	Employees Per Acre	Trips Per Employee	Work Trips/ Acre	Auto Trips/ Acre
Average Swan Island Firm (Today)	20	.37	7.4	6.1
Freightliner Type of Firm (Pre-Peak Mfg.)	60	.14	8.4	6.1
Freight/Trucking Firms that Stagger Hours	22	.12	2.6	2.2
Food Firms that Stagger Hours	24	.07	1.7	1.4

As the above table shows, a key relationship in judging future Swan Island trip generation is the number of employees per acre. The table shows, for example, that although Freightliner generates one-third fewer peak trips per employee than the average firm, the total number of peak hour auto trips per acre of development is the same. This is due to Freightliner's larger number of employees per acre.

In implementing a policy of low peak trip generation, care must be taken to prevent the "pre-peak" hour from becoming as congested as the peak hour. This could occur if too large a number of firms with high pre-peak tripmaking characteristics were to locate on the island. In this study, the limit to the number of trips that can be shifted to pre-peak times is reached when about 50% of the workers are in firms with peak hour start times and 50% in firms with pre-peak start times.

Developing Swan Island with only the kinds of firms that today generate the fewest peak period auto trips would result in a reduction of peak work trips to one-third as many per acre as today's average. The total impact of such a policy could therefore be very significant for the potential development of Swan Island.

COMPARISON OF TODAY'S AND AN ALTERNATIVE FUTURE POLICY

TODAY – 20% workers at 2 trips per acre (compared to 6 trips per acre average)	.37 Peak Hour Trips per Employee
FUTURE – 50% of new workers at 2 trips per acre (compared to 6 trips per acre average) (on available industrial sites)	.28 Peak Hour Trips per Employee 300 Fewer Phase Two peak hour auto trips (with transit) 390 Fewer Phase Two peak hour auto trips (without transit)

LAND BANKING

An additional option possible to maximize development at any given traffic level is to temporarily postpone development of those lands which are projected to generate the most traffic.

On a per-acre basis, the highest projected traffic generator would be the 34-acre parcel along the Swan Island shore between the Ship Repair Yard and the new Freightliner offices. This area is tentatively identified for commercial or office use. Traffic projections for moderate to average trip generating commercial uses are around 600 vehicles per peak hour outbound. If used for offices with the same number of employees per acre as Freightliner, peak hour vehicle trips would be just over 1,000.

If these 34 acres were land banked temporarily instead of put into commercial or office usage, approximately 600 fewer peak hour vehicle trips would be on the roadway system. If there were sufficient capacity to accommodate these numbers of trips, about three-quarters of Mocks Bottom (110 acres) could be developed with maximum transit service, or 75 acres with no transit service or staggering of work hours.

CARPOOLING

Carpool programs will contribute to some decrease in the number of vehicles entering Swan Island during the peak hour. Freightliner has had an extensive promotion of carpools and a carpool staff survey of Freightliner employees indicated an average auto occupancy of 1.35. Auto occupancy at peak hour for Swan Island cars was 1.22 during the time Freightliner had ceased operations, so this is probably a reasonable estimate of auto occupancy for all firms on Swan Island other than Freightliner.

The differences in auto occupancy rates suggest that Freightliner's efforts may have increased auto occupancy by 11 percent. However, it must be remembered that Freightliner auto occupancy was derived from a survey and was not physically counted. Since it is possible that employees who carpool would be more likely to return the questionnaire, then auto occupancy at Freightliner may be overstated by the survey.

If the sample is not biased, a worthwhile increase in auto occupancy was gained by Freightliner's carpool program. If the sample is biased, the benefit of the carpool program lies between a zero and an 11 percent increase in auto occupancy.

For this study, the future use of carpooling was predicted using the same methodology as that used for transit. The predicted auto occupancy for Swan Island in Phase Two was 1.25 persons per car, compared to 1.22 today. This suggests that a slight increase in carpooling will take place. Since many of the transit users were those most likely to be in carpools if no transit services were offered, the average auto occupancy would rise to 1.28 if no transit services were offered. This is midway between the observed Swan Island auto occupancy (1.22) and the reported Freightliner auto occupancy (1.35).

FREIGHTLINER EMPLOYEE CARPOOLING SURVEY

Distance to Work	Number of Persons Per Car	% in Carpools
15+ miles	1.49	47.6%
10.1 – 15 miles	1.44	47.4%
5.1 – 10 miles	1.28	35.4%
1.1 – 5 miles	1.12	18.0%
1 mile	1.03	5.9%

It is recommended that a strong regional carpool program continue to be promoted. This will assure that at the minimum, the degree of success of carpooling predicted in this study would occur (1.28 persons per car). With more effort focused on Swan Island, carpooling might even begin to approach the reported level of Freightliner's successful program of 1.35 persons per car. If carpooling efforts for all firms were to become as successful as Freightliner's, then about 170 fewer vehicles in Phase One and 270 fewer vehicles in Phase Two could be expected. These possible declines in vehicles are in addition to those due to other policies.

KEY REGIONAL PROJECTS

At the present p.m. peak hour, both I-5 northbound and I-5 southbound at the Banfield interchange are operating at a low level of service. Although potential future traffic contributions from Swan Island development would be a small percentage of total traffic, the addition of any further traffic to this section would be undesirable until there is relief to I-5 and the Banfield. This applies to all regional development, not just development on Swan Island.

In the long run, I-205 and the regional transit system have been projected to relieve this congestion. For the short run, consideration should be given to changing the signing of the I-5/I-405 diverge point to encourage more traffic to use I-405 as a connection to I-5 south of downtown Portland. About two-thirds of the total southbound traffic getting on I-5 from Swan Island wants to continue on I-5 and one-third wants to use I-405. Total Swan Island traffic wanting to go to I-5 southbound (south of I-405) would be 1,000--1,200 vehicles in Phase One and 1,200--1,700 vehicles in Phase Two.

With I-205 and a regional transit system assumed, adjustments to traffic projections by ODOT for 1990 indicate available additional capacity of 1,350 vehicles per hour on the section of I-5 south just north of the Banfield. In these forecasts, somewhat over 800 autos from Swan Island were already on I-5 at this point. Therefore the total number of vehicles from Swan Island which could be accepted at this point would be about 2,150. This total amount of available capacity is greater than all forecasts for Swan Island traffic to I-5 southbound south of I-405 either in Phase One or Phase Two.

SPACE FOR ADDITIONAL VEHICLES ON I-5 SOUTHBOUND[1]

I-5 Mainline Sections, SB	Today's Available (1974) Additional	1990 Available Additional[2]
1. N. Going to I-405, 4 lanes with major weave	1,400	1,600
2. I-405 WB to I-405 EB, 2 lanes	500	1,700
3. I-405 to Broadway, 3 lanes	740	1,600
4. North of ramp to Banfield, 3 lanes	70	1,350
5. South of Banfield ramp	60	1,100

[1] Source: ODOT.

[2] Over projected 1990 traffic with Swan Island traffic similar to today's and 6,000 employees at Rivergate.

PROJECTS EXAMINED BUT NOT RECOMMENDED

Widening of Going Street

The widening of Going Street to accommodate additional lanes above the present six lanes at the North Interstate intersection would require takings of property between North Concord and I-5. This is the only project considered in this study with such social impacts, and has been before the Portland City Council previously. Besides the displacements, this project makes possible additional traffic on Going Street.

Extension of Greeley into Mocks Bottom

The extension of Greeley into Mocks Bottom, if considered in addition to the Going Street/Basin grade separation, is only necessary if the total traffic from Greeley into Swan Island in the morning must be greater than 1,500 vehicles. The need for morning inbound capacity on Greeley of greater than 1,500 did not occur in any of the land use and travel situations examined in this report. If high morning peak trip-generating offices are developed, however, this extension might become necessary.

Reversible Lanes on Going Street

This project would provide (a) that the existing eastbound left turn lane on Going (west of North Interstate) would be shifted one lane to the left during the afternoon peak, and (b) that the westbound left turn lane on North Going (east of North Interstate) would be shifted one lane to the right. There would remain two westbound through lanes on North Going in the afternoon from I-5 to North Concord, rather than three. The ramp to I-5 South from North Going would be widened in conjunction with this project. A complex system of lane lights indicating proper use would be necessary, in addition to manually installed cones from I-5 to North Concord.

Because of the left turn lane changes, there may be safety problems with this project. After development of Swan Island is completed, it could provide a higher traffic service along North Going Street but would induce greater environmental impacts.

VEHICLE TRAFFIC PROJECTIONS

PHASE ONE TRAFFIC PROJECTIONS

In Phase One, 75 acres of commercial and office facilities at Port Center and along the waterfront have been assumed. The assumed commercial developments are:

- Expansion of Port's O' Call by 50,000 square feet of commercial and 50,000 square feet of offices;
- A hotel-motel of 500 units in the Port Center area;
- Three banks near the Port Center area;
- Commercial development of 400,000 square feet on 34 acres of waterfront.

In addition, 75 acres of industrial uses are assumed to be developed. The traffic impact of these 75 acres was calculated under two options: a) with an average mix of present Swan Island Industrial Park uses, and b) with a land development policy which implies fewer trips per acre. The ship repair activities are also assumed to include at least 300 additional workers over today's reported average.

In Phase One, most peak hour trips are to or from the North Channel/North Lagoon side of Swan Island, with Basin Street traffic remaining about the same as today. There would thus be only a very small transit market on the Basin Street side at peak hour. As a consequence, Phase One traffic forecasts for alternatives with transit do not include transit service to the Basin Street side of the island. It was assumed that the Basin Street side would still receive pre-peak transit service to and from Freightliner as they do today. With Freightliner fully operating, prepeak travel to the Basin side is larger than peak hour travel to the Basin side.

PHASE TWO TRAFFIC PROJECTIONS

Phase Two assumes the total development of Swan Island, including 145 acres remaining in the Mocks Bottom area. When Mocks Bottom traffic is added to Phase One traffic, about 1,200 additional vehicles (without transit) or 900 vehicles (with transit) are added to the Swan Island road access system in the p.m. peak hour. (This is about one-half of today's traffic.)

With Phase Two development, the two sides of the island are about equal in terms of peak hour person trips to industrial land uses. It therefore becomes reasonable to run a transit service exclusively to the North Basin Street side of the industrial park, in addition to the North Channel side transit services of Phase One.

Phase Two traffic definitely requires some roadway improvements, for even at the lowest levels of service, traffic cannot be accommodated with the present road system and any combination of transit policies. Unless there is significant transit usage, Phase Two traffic cannot be accommodated without improvements to both Greeley/I-5 and Going/Interstate/I-5. For Phase Two, all peak hour traffic would be about 15 percent higher without the transit service described as with the transit service. The practical increment of travel capacity added by transit is about equivalent to adding either the Greeley/I-5 ramps *or* widening Going Street by a lane in each direction between I-5 and North Concord. The net effect of transit usage is thus to remove the need for at least one roadway improvement or to significantly increase traffic service.

If the new developments assumed in Phase One do not occur, then Mocks Bottom itself could be developed without peak hour traffic rising past the 3,000 level. This would about match the limits of capacity of the present traffic system with no improvements of any sort in roads, transit, or staggering of trip times. There would, however, be a low level of traffic service on all routes.

RELATIONSHIP OF MORNING AND EVENING PEAK HOURS

Since commercial land uses generate very few 7:00 a.m. to 8:00 a.m. trips, and significantly more 4:00 p.m. to 5:00 p.m. trips, the morning peak hour traffic becomes considerably smaller than the evening peak. A comparison of peak hour trips are shown below:

COMPARISON OF A.M. AND P.M. PEAK HOUR TRIPS

Type of Development	Number of Peak Hour Vehicle Trips
Today (Existing)	140 more a.m. than p.m. peak trips
Commercial Land Use (Phase One)	840 fewer a.m. than p.m. peak trips
Industrial Land Use (Phase One and Two)	Same number of a.m. and p.m. peak trips
Combined Commercial and Industrial Development (Phase One and Two)	700 fewer a.m. than p.m. peak trips

The heavier evening peak hour flow has very important implications for the evaluation of road improvements. Currently, there is more outbound (evening) capacity on Going Street than inbound capacity, since all Going and Greeley streets inbound traffic must use the underpass on Going. However, outbound traffic has a ramp onto Greeley before the underpass. Therefore, all outbound vehicles do not have to use the underpass. As a consequence, Greeley can carry significantly more traffic outbound from Swan Island than inbound.

If inbound (a.m.) and outbound (p.m.) traffic were to be the same, then additional capacity into Swan Island would become necessary at the Greeley/Going intersection when inbound traffic exceeds 4,500 vehicles. With Phase Two development the maximum projected inbound traffic was 4,500 vehicles without transit, and without the staggering of work hours.

PRESENT PEAK HOUR TRAFFIC 4:00 – 5:00 P.M.

	Location	Number of P.M. Peak Hour Vehicles
1.	N. Going EB west of N. Basin	1,200–1,300
2.	Basin EB west of N. Going	500–600
3.	Railroad Yards access road outbound	100
4.	N. Going EB east of N. Basin	1,800–2,000
5.	Ramp from N. Going to Greeley SB	230
6.	Ramp from N. Going to Greeley NB	250
7.	N. Going EB west of N. Interstate	1,360–1,550
8.	N. Going EB to left turn onto Interstate NB	270
9.	N. Going EB to right turn onto Interstate SB	70
10.	N. Going EB to I-5 S ramp	830
11.	Interstate and local streets to I-5 S ramp	140
12.	Total onto I-5 S ramp	970
13.	N. Going EB to I-5 N ramp	230
14.	Total I-5 N ramp	290

CAPACITIES AT KEY TRAFFIC CONTROL POINTS

	Facility	Hourly Capacity		Present Traffic
		"D"	"E" to "F"	
1.	N. Going EB to I-5 at N. Interstate*	1,600	2,100	1,100–1,200
2.	N. Going EB to left turn at N. Interstate	400	600	270
3.	Three lanes EB on N. Going at N. Basin*	2,400	3,100	1,200–1,300
4.	Two lanes EB on N. Basin at N. Going**	600	750	500–600
5.	Three lanes EB on N. Basin at N. Going**	900	1,100	500–600
6.	Present N. Basin and N. Going intersection outbound	3,100	3,850	1,800–2,000
7.	Present N. Going to N. Basin inbound	1,500	1,900	700
8.	Present N. Going to Swan side inbound*	1,600	2,100	1,200
9.	Total N. Going and N. Basin inbound	3,100	4,000	2,000
10.	I-5/N. Going ramp (PM southbound)	1,500	1,700	1,000

* With two-thirds green time.
**With 25 percent green time.

PROJECTION OF TOTAL DAILY VEHICLES

Total daily vehicles outbound from Swan Island were projected by factoring up 1974 machine traffic counts (by the City of Portland) to account for increased industrial land use, and then adding in projected non-industrial trips for the various land uses at Port Center and along the waterfront. Workers transit trips were subtracted from the vehicle trip projections based on 1974 data. Since auto usage was already projected for the commercial uses, no correction for transit had to be applied.

The commercial land uses generate much more total daily traffic per acre than do industrial land uses. The net effect of all these factors is a projection of total daily traffic approximately similar for Phase Two as was projected in a 1969 study of Swan Island at saturated development.

DAILY SWAN ISLAND TRIP GENERATION

	Daily Trips	
	With Transit	Without Transit
Employee & Others Autos & Pickups to Industrial & Office Uses		
Today (1974)	10,200	
Phase One	12,200	12,600
Phase Two	17,500	18,300
Commercial		
Today		
Phase One and Two	11,100	11,400
Heavy Trucks		
Today	1,200 to 1,400	
Phase One	1,500 to 1,700	
Phase Two	2,100 to 2,400	
Total		
Today (1974)	11,600	
Phase One	25,000	25,700
Phase Two	31,000	32,100

PERSON TRIP FORECASTS AT 4:00–5:00 P. M

	Employees	Person Trips
1. Present Development	6,038	2,064
2. 75 Acres Basin St. Parcels and Lagoon Fill	1,440	633
3. Freightliner Offices	500	300
4. Shipyard Expansion	500	300
5. Port Center Offices	260	155
6. Commercial & Hotel	1,625	1,650
Subtotal Phase One	10,363	5,102
7. 145 Acres Mocks Bottom	2,900	1,276
	13,263	6,378

RESIDENCES OF EMPLOYEES ON SWAN ISLAND

Residence Area	1969 Study	1970 Map	1990 Projected
Portland	42%	45%	35%
Multnomah County	18%	19%	17%
Washington County	13%	12%	17%
Clackamas County	10%	9%	12%
Clark County	15%	13%	16%
Columbia & Other	2%	2%	3%

REGIONAL POPULATION DISTRIBUTION

	1974	1990
Portland	34%	27%
Multnomah County	15%	14%
Washington County	17%	21%
Clackamas County	18%	20%
Clark County	13%	14%
Columbia County	3%	4%

ASSIGNMENTS FOR WORK TRIP AUTOS (WITH TRANSIT)

	PHASE I	PHASE II	ASSIGNMENTS
Gresham	36	43	I-5S
Rockwood	94	114	I-5S
Gateway	105	139	I-5S
Mall 205/Lents	129	165	I-5S
Ross Island Br.	52	73	I-5S
SE P. 39 to 82 B. to P.	84	118	I-5S
South of 39th & P.	76	107	I-5S
Inner SE	62	86	80% I-5 20% G
Oregon City	70	85	I-5S
Milwaukie, Clackamas	130	165	I-5S
"NE" Portland			
60 to 82	73	102	Arterials 100%
39 to 60	75	104	I-5 30% Art. 70%
Union to 39	90	127	I-5 30% Art. 70%
I-5 to Union	63	88	I-5 25% Art. 75%
N. Portland	229	321	Arterials 100%
Columbia & Sauvie	33	46	Arterials NB
Clark County	335	432	I-5N
Beaverton, Sunset, Hills.	171	212	I-405
Tigard	65	83	
Wilsonville	23	37	
W. Portland	67	98	
Inner SW	44	61	or 50% Greeley
NW & Downtown	35	50	Southbound
West Slope	13	18	
	2,154	2,874	

ASSIGNMENTS FOR COMMERCIAL AND PORT CENTER TRAFFIC

AREA	% OF TRAFFIC	ASSIGNED TO
Gresham	1.3	I-5S, Banfield
Rockwood	3.1	I-5S, Banfield
Gateway	3.0	I-5S, Banfield
Mall 205, Lents	3.9	50% Banfield 100% I-5S 50% Powell
Ross Island Bridge	1.3	I-5S
SE Portland 30 to 82 B & P	6.3	I-5S, 100% Banf. 75%
South of Powell & 39th	2.1	I-5S
Inner SE	4.7	I-5S 80% Greeley 20%
Oregon City	1.9	I-5S
Milwaukie, Clackamas	3.0	I-5S
"NE Portland"	22.4	I-5S 20% NE Arterials 80%
N. Portland	16.9	Arterials NB 80% Going to local SB 20%
Columbia & Sauvie	0.5	Arterials NB
Clark County	14.7	I-5 NB
Beaverton, Sunset, Hillsboro	3.9	I-405
Tigard, Wilsonville	2.1	I-405
West Portland	1.9	I-405
Inner SW	3.2	I-405 or 50% to Greeley
NW & Downtown	2.7	I-405 SB
West Slope	1.1	I-405
	100%	

APPROXIMATE BOUNDARIES OF FORECAST ZONES

Zone	Approximate Boundary
Gresham	Gresham and East of Gresham.
Rockwood	Fairview, Wood Village, East of 150th, North of Powell Blvd., West of Gresham.
Gateway	Between 82nd, 150th, Stark and Sandy.
Mall 205	Between 82nd, 150th, Stark and Powell.
Lents	Between 82nd, 162nd, Powell and Clackamas Line.
Oregon City	Gladstone, West Linn, Oregon City, and South.
Milwaukie & Clackamas	Clackamas County Boundary South to Gladstone, East Side of Willamette.
North Portland	West of I-5.
Northeast Portland	
"60th to 82nd"	60th to 82nd — North of Banfield.
"39th to 60th"	39th to 60th — North of Banfield.
"Union to 39th"	Union to 39th — North of Banfield.
"I-5 to Union"	I-5 to Union.
Clark County	Clark County and North.
Northwest and Downtown	North of Sunset in Multnomah County.
Inner Southwest	South of Sunset, North of Multnomah Boulevard in Southwest Portland.
West Portland	Lake Oswego, SW Multnomah County South of Multnomah Blvd., North of 217, South of Garden Home.
Tigard	Area South of 217 and Progress, West of I-5 South and North of Wilsonville.
Wilsonville	South of Tualatin on I-5.
Hillsboro	West of 185th.
Beaverton, Sunset	Washington County Line North of Sunset to 185th to Progress to West Slope.
West Slope	West Slope and Raleigh Hills.
Inner Southeast	River to 39th, Banfield to Powell.
39th & Powell South	Between Powell and Clackamas Border, River and 39th.
39th to 82nd Banfield to Powell	39th to 82nd. Banfield to Powell (within city).
Columbia County	Columbia & Sauvie.

ROADWAY SYSTEM ASSIGNMENTS OF PM PEAK HOUR VEHICLES OUTBOUND FROM SWAN ISLAND

Phase 1 Traffic Without Transit or Other Policy Changes

Location	(Daily) Total Vehicles Outbound
N. Going East of N. Basin	3,940
N. Greeley Northbound	600
N. Greeley Southbound	
With Greeley/I-5 Ramps	1,200
Without Greeley/I-5 Ramps	400
N. Going West of N. Interstate	
With Greeley/I-5 Ramps	2,140
Without Greeley/I-5 Ramps	2,940
N. Interstate Northbound	500
I-5 Northbound	620
I-5 South/N. Going Ramps	
With N. Greeley/I-5 Ramps	1,020
Without N. Greeley/I-5 Ramps	1,820
I-5 South/N. Greeley Ramp	800

Phase 1 Traffic With Transit But No Other Policy Changes

Location	Total Vehicles Outbound
N. Going East of N. Basin	3,575
N. Greeley Northbound	600
N. Greeley Southbound	
With Greeley/I-5 Ramps	1,200
Without Greeley/I-5 Ramps	400
N. Going West of N. Interstate	
With Greeley/I-5 Ramps	1,775
Without Greeley/I-5 Ramps	2,575
N. Interstate Northbound	500
I-5 Northbound	500
I-5 Southbound/N. Going Ramp	
With N. Greeley/I-5 Ramps	775
Without N. Greeley/I-5 Ramps	1,600
I-5 South/N. Greeley Ramp	800

Phase 1 Traffic With No Transit and With Staggered Work Hours

(Same as above)

Phase 1 Traffic With Transit and With Staggered Work Hours

Location	Total Vehicles Outbound
N. Going East of Basin	3,300
N. Greeley Northbound	550
N. Greeley Southbound	
With Greeley/I-5 Ramps	1,150
Without Greeley/I-5 Ramps	400
N. Going West of N. Interstate	
With Greeley/I-5 Ramps	1,600
Without Greeley/I-5 Ramps	2,350

N. Interstate Northbound	450
I-5 Northbound	450
I-5 Southbound/N. Going Ramp	
With Greeley/I-5 Ramps	750
Without Greeley/I-5 Ramps	1,500
I-5 South/N. Greeley Ramp	750

ASSIGNMENTS OF PHASE TWO SWAN ISLAND TRAFFIC TO ROADWAY SYSTEM: PM PEAK OUTBOUND

Phase 2 Traffic With No Transit and No Policy Changes

Location	(Daily) Total Vehicles Outbound
N. Going East of Basin	
With Greeley Extension to Mocks	4,360
Without Greeley Extension to Mocks	5,160
Greeley Extension to Mocks	800
N. Greeley Northbound	750
N. Greeley Southbound	
With Greeley/I-5 Ramps	1,400
Without Greeley/I-5 Ramps	500
N. Going West of N. Interstate	
With Greeley/I-5 Ramps	3,000
Without Greeley/I-5 Ramps	3,900

N. Interstate Northbound	600
I-5 Northbound	825
I-5 Southbound/N. Going Ramp	
With N. Greeley/I-5 Ramp	1,600
Without N. Greeley/I-5 Ramp	2,500
I-5 South/N. Greeley Ramp	900

Phase 2 Traffic With Transit and No Policy Changes

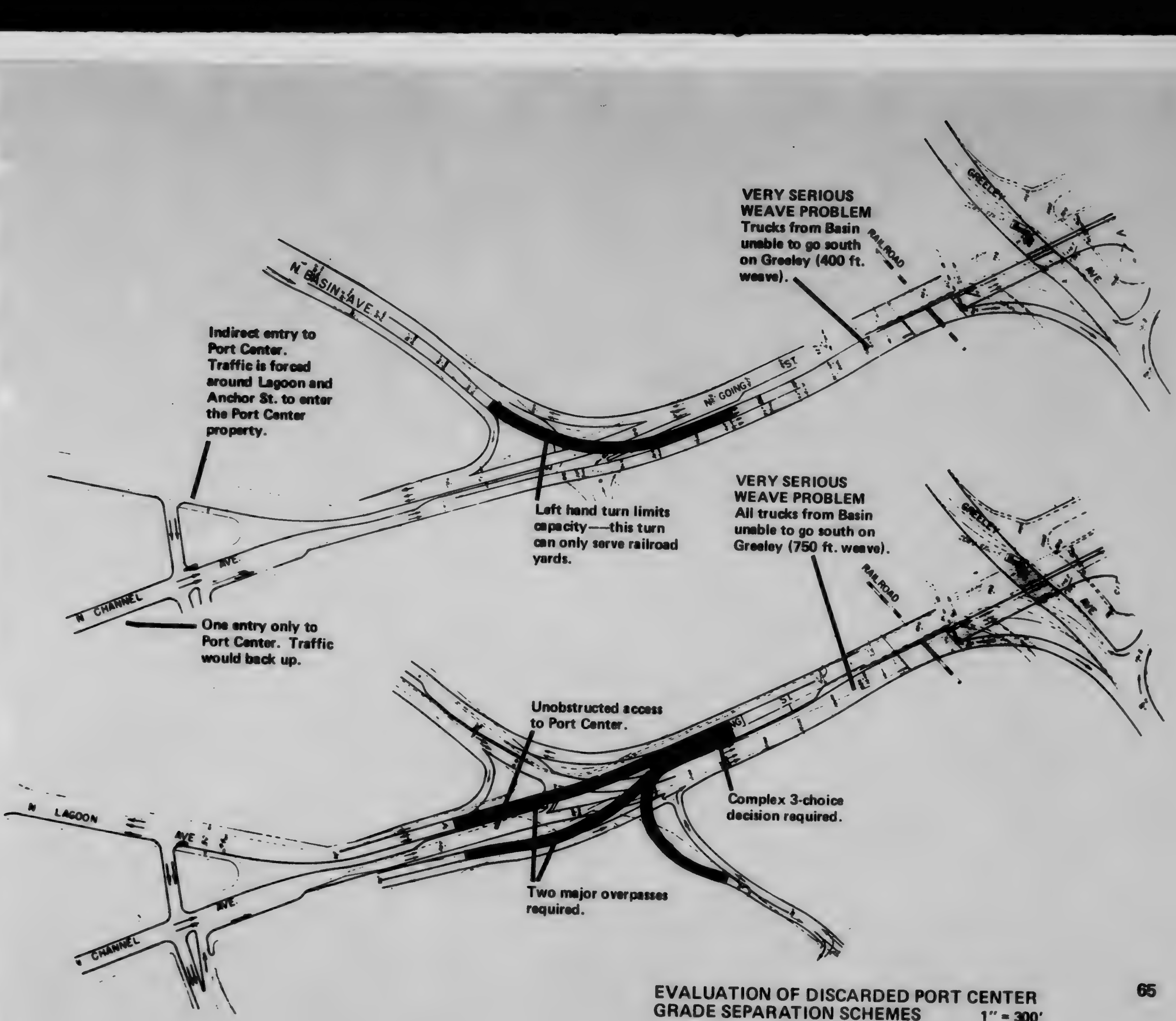
Location	Total Vehicles Outbound
N. Going East of Basin	
Without Greeley Extension to Mocks	4,500
With Greeley Extension to Mocks	3,700
N. Greeley Northbound	700
N. Greeley Southbound	
With Greeley/I-5 Ramps	1,350
Without Greeley/I-5 Ramps	500
N. Going West of N. Interstate	
With Greeley/I-5 Ramps	2,450
Without Greeley/I-5 Ramps	3,250
N. Interstate Northbound	600
I-5 Northbound	675
I-5 Southbound/N. Going Ramp	
With N. Greeley/I-5 Ramps	1,200
Without N. Greeley/I-5 Ramps	2,000
I-5 South/N. Greeley Ramp	800

Phase 2 Traffic Without Transit But With Policy Changes

Location	Total Vehicles Outbound
N. Going East of Basin	4,600
N. Greeley Northbound	700
N. Greeley Southbound	
With Greeley/I-5 Ramps	1,350
Without Greeley/I-5 Ramps	550
N. Going West of N. Interstate	
With Greeley/I-5 Ramps	2,550
Without Greeley/I-5 Ramps	3,350
N. Interstate Northbound	600
I-5 Northbound	700
I-5 Southbound/N. Going Ramp	
With Greeley/I-5 Ramps	1,250
Without Greeley/I-5 Ramps	2,100
I-5 Southbound/Greeley Ramps	850
If N. Greeley extended to Mocks Bottom	
N. Going East of Basin	3,800
N. Greeley within Mocks Bottom	800

Phase 2 Traffic with Transit and Maximum Success with Policy Changes

Location	Total Vehicles Outbound
N. Going East of N. Basin	4,100
N. Greeley Northbound	650
N. Greeley Southbound	
With Greeley/I-5 Ramps	1,300
Without Greeley/I-5 Ramps	450
N. Going West of N. Interstate	
With Greeley/I-5 Ramps	2,150
Without Greeley/I-5 Ramps	3,000
N. Interstate Northbound	500
I-5 Northbound	650
I-5 Southbound	
With Greeley/I-5 Ramps	1,000
Without Greeley/I-5 Ramps	1,900
I-5 South/N. Greeley Ramp	850
With Greeley extended into Mocks Bottom	
N. Going East of Basin	3,350
N. Greeley within Mocks Bottom	750


N BASIN AVE N
N GOING ST
GREELEY AVE
RAILROAD
N CHANNEL AVE
N LAGOON AVE
GREELEY AVE
RAILROAD
N CHANNEL AVE
ST

VERY SERIOUS WEAVE PROBLEM
Trucks from Basin unable to go south on Greeley (400 ft. weave).

Indirect entry to Port Center. Traffic is forced around Lagoon and Anchor St. to enter the Port Center property.

Left hand turn limits capacity—this turn can only serve railroad yards.

One entry only to Port Center. Traffic would back up.

VERY SERIOUS WEAVE PROBLEM
All trucks from Basin unable to go south on Greeley (750 ft. weave).

Unobstructed access to Port Center.

Complex 3-choice decision required.

Two major overpasses required.

EVALUATION OF DISCARDED PORT CENTER GRADE SEPARATION SCHEMES 1" = 300'

97-31

S

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

ROBERT W. STRAUB
GOVERNOR

February 5, 1976

538-H

Ms. Kathleen Bourne
Secretary-Treasurer
A & M Lift Truck Service
& Equipment, Inc.
845 N. Graham Street
Portland, Oregon 97227

Dear Ms. Bourne:

The actual design of the connection from Greeley Street to I-5 at the East Fremont Interchange has not yet been established. A task force appointed by the City determined the need and the desire for a connection at that particular location.

The Oregon Department of Transportation has requested approval from the Federal Government to proceed with the development of a project. When that approval is received, the Highway Division will institute the process to establish the feasibility and actual design. At that time, they will contact you to directly involve your committee with the development of the project.

In the meantime, Robert Bothman, Assistant State Highway Engineer assigned to the metropolitan Portland section, will contact you to discuss the process of project development.

Sincerely,

Governor

RWS:bb

bcc Department of Transportation
(F. B. Klaboe - Ext. 6516)

ENGR
FEB 6 '76
REFER TO

NOTED
MARIE STEPHENS

COPY

004410
Please prepare draft reply
for Governor's signature
by 2-3
Thank you.

Transp

A M
Lift Truck
SERVICE & EQUIPMENT

845 N. GRAHAM ST. PORTLAND, OREGON 97227
503 / 288-7061

January 20, 1976

NOTED
E. S. HUNTER

Governor Robert Straub
Governor's Office
State Capitol Building
Salem, Oregon 97310

Governor Straub:

Attached please find letter sent to State Highway Division regarding ramp for the traffic from Swan Island.

Myself and other representative from Companies in the immediate area would appreciate the opportunity to discuss with you the potential problems involved in this new ramp design.

We would very much hope that a directive might be issued from your office to the State Highway Department so that any freeway access ramp would not disrupt present development of this area as this was the original goal of the Swan Island Task Force.

Thanking you in advance, I remain

Yours truly

Kathleen Bourne

Kathleen Bourne
Sec. Treas.

A & M Lift Truck Service & Equipment Inc.

RECEIVED
STATE HWY EN
JAN 23 '76
REFER TO
Bothman
FOR
Info Inves D.D D/R Sign Act

RECEIVED
JAN 23 1976
OFFICE
DIRECTOR of TRANSPORTATION

ESH

kb/

A M
Lift Truck
SERVICE & EQUIPMENT

845 N. GRAHAM ST. PORTLAND, OREGON 97227
503 / 288-7061

January 20, 1976

Mr. Ed Hunter
Assistant State Design Engineer
State Highway Division
Salem, Oregon

Dear Mr Hunter:

This letter is in regards to the article which appeared in the December 28th, 1975 Oregonian which stated "Start of I-5 ramps to ease Swan Island traffic at least two years away."

It was my understanding that the original plans for these freeway ramps were going to be used. The original plans would have left the area we are located in as an industrial area and would not have affected our company or any of the other businesses in this area.

If the plans mentioned in the Oregonian are used, our business as well as many others will have to relocate at a considerable expense. (Time as well as monetary)

I am a member of the East Fremont Citizens Adviser Committee, and this proposed route is not the one discussed at the meetings. The proposed route published in the Oregonian on the above mentioned date will not solve the problem completely as it will only serve south bound traffic.

Trusting to hear from you on the above at your earliest convenience I remain

Yours truly

Kathleen Bourne

Kathleen Bourne
Secretary Treasurer

A & M Lift Truck Service & Equipment Inc.

CC: Governor Robert Straub
Mayor Neil Goldschmidt
Ms. Connie McCready

9729

5

1-76

Fred

Hal has a proposal for the Greeley ramps which does not require R/W.

He also has revised space for the glare screen paddles.

132.8
196.8

He will discuss when you are available.

Ed.

NOTED
F. B. KLABOE

9227

January 26, 1976

Miss Kathleen Bourne, Secretary-Treasurer
A & M Lift Truck Service and Equipment, Inc.
845 N. Graham Street
Portland, OR 97227

Dear Miss Bourne:

The Oregon State Highway Division is developing alternate plans for ramps from Greeley Street to I-5 at the East Fremont Interchange. This work is in response to a request from the City of Portland. The City is acting favorably upon the recommendations of the Swan Island Task Force which has worked about two years to resolve both the truck traffic and noise problems on North Going Street and, at the same time, address the future development of Swan Island.

The actual design of the ramp has not yet been established, although several alternatives are being considered. When approval is received from the Federal Government to proceed with development of this project, the Highway Division will institute a process to establish the feasibility and actual design.

Mr. Robert N. Bothman (Assistant State Highway Engineer assigned to the metropolitan Portland section) will contact you to discuss alternatives you would like to have considered.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

cc Governor Robert Straub
Mayor Neil Goldschmidt
City Commissioner Connie McCready

bc F. B. Klaboe
R. L. Schroeder (enc.)
R. N. Bothman "

RNB:ebg /ESH/a

A M
Lift Truck
SERVICE & EQUIPMENT

845 N. GRAHAM ST. PORTLAND, OREGON 97227
503 / 288-7061

RECEIVED
STATE HWY ENGR
JAN 22 '76
REFER TO
FOR

January 20, 1976

Mr. Ed Hunter
Assistant State Design Engineer
State Highway Division
Salem, Oregon

Dear Mr Hunter:

This letter is in regards to the article which appeared in the December 28th, 1975 Oregonian which stated "Start of I-5 ramps to ease Swan Island traffic at least two years away."

It was my understanding that the original plans for these freeway ramps were going to be used. The original plans would have left the area we are located in as an industrial area and would not have affected our company or any of the other businesses in this area.

If the plans mentioned in the Oregonian are used, our business as well as many others will have to relocate at a considerable expense. (Time as well as monetary)

I am a member of the East Fremont Citizens Adviser Committee, and this proposed route is not the one discussed at the meetings. The proposed route published in the Oregonian on the above mentioned date will not solve the problem completely as it will only serve south bound traffic.

Trusting to hear from you on the above at your earliest convenience
I remain

Yours truly

Kathleen Bourne

Kathleen Bourne
Secretary Treasurer

A & M Lift Truck Service & Equipment Inc.

CC: Governor Robert Straub
Mayor Neil Goldschmidt
Ms. Connie McCready

5

January 26, 1976

Mr. Darrell C. Arnold
Avery Plumbing and Heating Company
P. O. Box 12004
Portland, OR 97227

Dear Mr. Arnold:

The Oregon State Highway Division is developing alternate plans for ramps from Greeley Street to I-5 at the East Fremont Interchange. This work is in response to a request from the City of Portland. The City is acting favorably upon the recommendations of the Swan Island Task Force which has worked about two years to resolve both the truck traffic and noise problems on North Going Street and, at the same time, address the future development of Swan Island.

The actual design of the ramp has not yet been established, although several alternatives are being considered. When approval is received from the Federal Government to proceed with development of this project, the Highway Division will institute a process to establish the feasibility and actual design.

Mr. Robert N. Bothman (Assistant State Highway Engineer assigned to the metropolitan Portland section) will contact you to discuss alternatives you would like to have considered.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc F. B. Klaboe
R. L. Schroeder (enc.)
R. N. Bothman "

RNB:ebg/ESH:ja

- PLUMBING
- HEATING
- INDUSTRIAL PIPING

Avery PLUMBING & HEATING CO.
Telephone (503) 288 - 5269

DARRELL C. ARNOLD
Owner - Manager

P. O. Box 12004
850 North Graham Street
PORTLAND, OREGON 97227

January 20, 1976

Mr. Ed Hunter
Assistant State Design Engineer
State Highway Division
Salem, Oregon

Dear Mr. Hunter:

There recently appeared in the Oregonian an article indicating that the State Highway Division is proposing ramps off the minnesota Freeway which, if approved, would effect our property and business.

We wish to go on record as opposing this proposal. We feel there are better alternatives.

Very truly yours,

AVERY PLUMBING & HEATING CO.

D.C. Arnold

DCA:da

RECEIVED
STATE HWY ENGR
JAN 22 '76
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

5

January 22, 1976

Mr. William B. Bosch, Vice President
Superior Machine Products, Inc.
P. O. Box 12171
Portland, OR 97212

Dear Mr. Bosch:

496-H

The Oregon State Highway Division is developing alternate plans for ramps from Greeley Street to I-5 at the East Fremont Interchange. This work is in response to a request from the City of Portland. The City is acting favorably upon the recommendations of the Swan Island Task Force which has worked about two years to resolve both the truck traffic and noise problems on North Going Street and, at the same time, address the future development of Swan Island.

The actual design of the ramp has not yet been established, although several alternatives are being considered. When approval is received from the Federal Government to proceed with development of this project, the Highway Division will institute a process to establish the feasibility and actual design.

Mr. Robert N. Bothman (Assistant State Highway Engineer assigned to the metropolitan Portland section) will contact you to discuss alternatives you would like to have considered.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

cc Governor Robert Straub
Mayor Neil Goldschmidt
City Commissioner Charles Jordan
City Commissioner Connie McCready

bc F. B. Klaboe
R. L. Schroeder
J. B. Boyd
R. N. Bothman

RNB:lbq .la

SUPERIOR
MACHINE PRODUCTS, INC.
810 NORTH GRAHAM • P.O. BOX 12171 • PORTLAND, OREGON 97212 • 503/288-5766

January 7, 1976

Mr. Ed Hunter
Assistant State Design Engineer
State Highway Division
Salem, Oregon

Dear Mr. Hunter:

We have just read the article appearing in the December 28, 1975 Oregonian concerning the proposed Swan Island Freeway access ramp.

In as much as this new ramp design is entirely different than the original ramp we understood was to be built after being recommended by the Swan Island Task Force, we are very concerned over the impact this will have on Superior Machine Products and the neighboring business community.

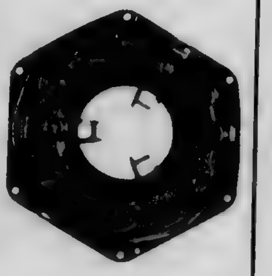
The Portland Development Commission, the City of Portland, local community leaders and local business concerns, including ourselves, have gone to a tremendous expense of time and money to develop and upgrade this particular northeast area into a stable economic area. Our present 1/2 acre site was purchased from the State of Oregon on the basis that any new freeway ramps would not interfere with our new building, located at 810 N. Graham. In addition, this new design threatens at least four other businesses in the block. It also does not appear to satisfactorily solve the problem of eliminating truck traffic and noise from N. Going Street.

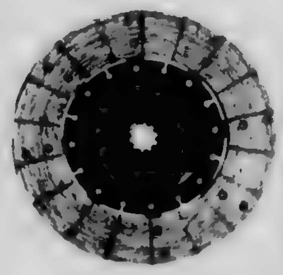
As a result we are requesting that representatives from Superior Machine Products and other affected businesses

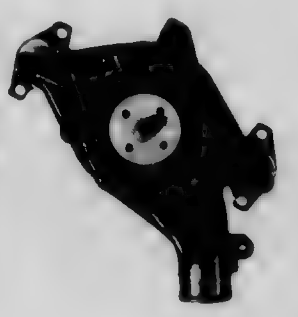
RECEIVED
STATE HWY ENGR
JAN 12 '76
REFER TO
[illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		X				

More than our name is SUPERIOR







Have an opportunity to meet with you to discuss alternatives that will not disrupt the business development in this area.

We appreciate your unterstanding in this matter and look forward to hearing from you.

Thank you.

Sincerely yours,

SUPERIOR MACHINE PRODUCTS, INC.

William B Bosch

William B. Bosch
Vice president

gb

CC: Governor Robert Straub

Mayor Neil Goldschmidt

Mr. Charles Jordan

Ms. Connie Mc Cready

Mr. William S. Dirker

Mr. Bruce Boyd

Mr. Harold Hand

A & M Forklift

Avery Plumbing

Oregon Retinners

Willamette Electric

1-5

N

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon 97310
January 20, 1976

FROM: L. E. George
Traffic Engineer

TO: J. H. Versteeg
Road Design Engineer

Attention: Don Stoudenmeyer
Preliminary Design Supervisor

SUBJECT: Preliminary Plans
Greeley Avenue Connection
East Fremont Interchange
Interstate 5

A review of the preliminary plans dated January, 1976, showing direct connection to Greeley Avenue shows several improvements over the design using loop ramps.

Reduction of the curvature and of the length of the curve on the "BB" ramp should result in a higher level of safety than the proposed loop ramp. This will be offset somewhat by the 6% downgrade leading to the curve, but there appears to be ample room in advance of the curve for adequate warning signs. The tangent and level approach to the signal at Interstate Avenue should result in a high degree of safety. More important, the absence of any intersection with signals along this ramp is a significant improvement over previous designs. The minimal distance between the Fremont Bridge northbound exit and the Greeley Avenue exit is adequate to allow for signing, but is not as satisfactory as it would be with the loop ramp.

The safest feature of the proposed "AA" line is the elimination of all intersections and signals along the length of the ramp. The two sharp curves along this ramp should not create a safety problem, because trucks will be leaving the Interstate Avenue signal at low speeds. We do, however, see a problem in the 6% upgrade leading to the merging area with Interstate 5. We do not believe that the relatively short weaving distance between the "AA" ramp and the Broadway exit is sufficient to avoid a safety hazard with slow-moving trucks. Because any of the alternatives for this ramp result in a relatively steep upgrade in advance of the weaving section, we prefer one of the loop designs in order to maximize the length of the merging area before the weaving section is reached. A loop design for this entrance ramp should not result in any safety problems because of the low speeds of the trucks which will be using it. An entrance ramp aligned along the westerly side of Mississippi Avenue, and forming a loop in the block bounded by Graham, Mississippi, Knott and Interstate, and not intersecting any side streets, would appear to result in the highest level of safety for any of the entrance ramps which have been proposed up to this time.

Superseded by later correspondence

1 Versteeg ✓
2 Olson DS
Terpin
Scott
Swanson
Anderson
Trout
TL:rj

RECEIVED
FEB 20 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

L E George
L. E. George
Traffic Engineer

9729

1-5

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, OR 97310

January 12, 1976

FROM: L. E. George
Traffic Engineer

TO: J. H. Versteeg
Road Design Engineer

Attention: Don Stoudenmeyer
Preliminary Design Supervisor

SUBJECT: Preliminary Plans
Greeley Avenue Connection
East Fremont Interchange
Interstate 5

We have reviewed the preliminary plans dated January 1976 for truck ramp connections from Interstate 5 to North Greeley Avenue. We think that this plan has several improvements over the two previous plans which we have reviewed.

The proposed "D" line is much improved over the previous two proposals for a northbound exit. Moving this ramp away from the northbound exit to the Fremont Bridge substantially reduces weaving problems, and increases space between the two exits to allow for adequate signing. This design should materially reduce the potential for accidents which was expected to result from the original design. The loop ramp is improved over the previous loop ramp design in that the 5.0 percent downgrade is reduced to a 3.1 percent downgrade. This should result in safer conditions if a signal is installed at the Mississippi Avenue intersection.

There are, however, still some problems associated with this ramp. The 8 percent downgrade on the northerly Mississippi Avenue approach to the intersection with the "D" line could create rear-end collision problems. More serious is the 8 1/2 percent grade on Morris Street. This may result in stopping difficulties for trucks as they approach the Interstate Avenue signal. It would also be difficult for trucks to start on Morris Street if they are proceeding easterly and have stopped for a red light at Mississippi Avenue. Proper signal timing could help to mitigate this problem, but it could still occur, particularly during peak traffic hours.

One possibility for reducing this problem would be to use a somewhat steeper grade on "D" line and grade separate the intersection of Morris Street with Mississippi Avenue. Although it would be more expensive, it would reduce grade problems and would eliminate the need for a signal at Morris and Mississippi.

The proposed "G" line ramp is improved over the original (non-loop) proposal in that there is more distance for trucks to accelerate before they must merge into mainline freeway traffic. Because of this additional distance, the potential safety hazard would not be as serious, and weaving maneuvers should be somewhat easier to accomplish. However, it does not reduce the volumes involved in the weaving maneuvers, so a condition of demand in excess of capacity would still be expected during the peak hour.

The previous plan for the design of this loop ramp showed the ramp originating near the intersection of Mississippi Avenue with Graham Street. This provided several hundred feet more for merging distance, but we understand that there are width problems due to existing Fremont Bridge approach piers. We anticipate that there will be a tendency for slow-moving trucks to change lanes immediately after "G" line meets the west-to-south ramp to avoid possible merging problems farther to the south. To prevent this it may be necessary to use a physical barrier of some sort to force the trucks to stay in the right lane until they have increased their speed. Because of this, we believe it is important that the maximum merging distance possible be obtained. We therefore recommend that serious consideration be given to using the original loop design, even though widths may be less than desirable.

We realize that these suggestions will probably increase the overall cost of this project. However, because there are major potential safety hazards associated with this project due to additional local traffic using the freeway, increased weaving maeuvers, slow-moving trucks, 360-degree loop ramps, and additional traffic signals, we feel that every effort should be made to maximize safety in the final design.

L E George

L. E. George
Traffic Engineer

TL:rj ds

✓ Versteeg ✓
RECEIVED
JAN 1 1976
Requires Reply

71-1

3

137 H

DATE: December 24, 1975

TO: Glen L. Green, Division Administrator
Federal Highway Administration

FROM: F. B. Klaboe, Administrator
and State Highway Engineer

SUBJECT: North Greeley Connections, Pacific Highway
Multnomah County

Attached are a plan and profile showing proposed connections between Greeley Avenue and I-5 in the East Fremont Interchange. These would be in lieu of the ramps previously proposed in this area.

The attached plan is an improvement over the design previously discussed in that it allows greater weaving distances and will allow the trucks entering the freeway to more closely match the speeds of the traffic with which they must merge.

Added ramp connections to the freeway were recommended by the local Swan Island Task Force to facilitate the development of the Swan Island Industrial Area. The proposal has the strong support of the neighborhood groups, the Port of Portland, Trucker's Association, Teamsters Union and the City of Portland. The revised design would answer the Highway Division's concerns for safety.

This project is necessary in order to permit the efficient utilization of the Swan Island Industrial Park, and to somewhat mitigate the truck noise in the residential neighborhood along Going Street. It has been estimated that 70 percent of the trucks are oriented to and from the south on I-5 and would use the proposed ramps, thus reducing the noise substantially along Going Street.

The development of Swan Island is involved with the economic vitality of the central city, a step away from urban sprawl toward a much more energy-efficient urban organization and to a better use of investments in streets, utilities and the other parts of the capital investment framework.

The attached exhibit indicates one way that the traffic diverted from Going Street can be safely incorporated into the Fremont Interchange. Your concurrence is requested so that detailed design work can be programmed to refine this plan.

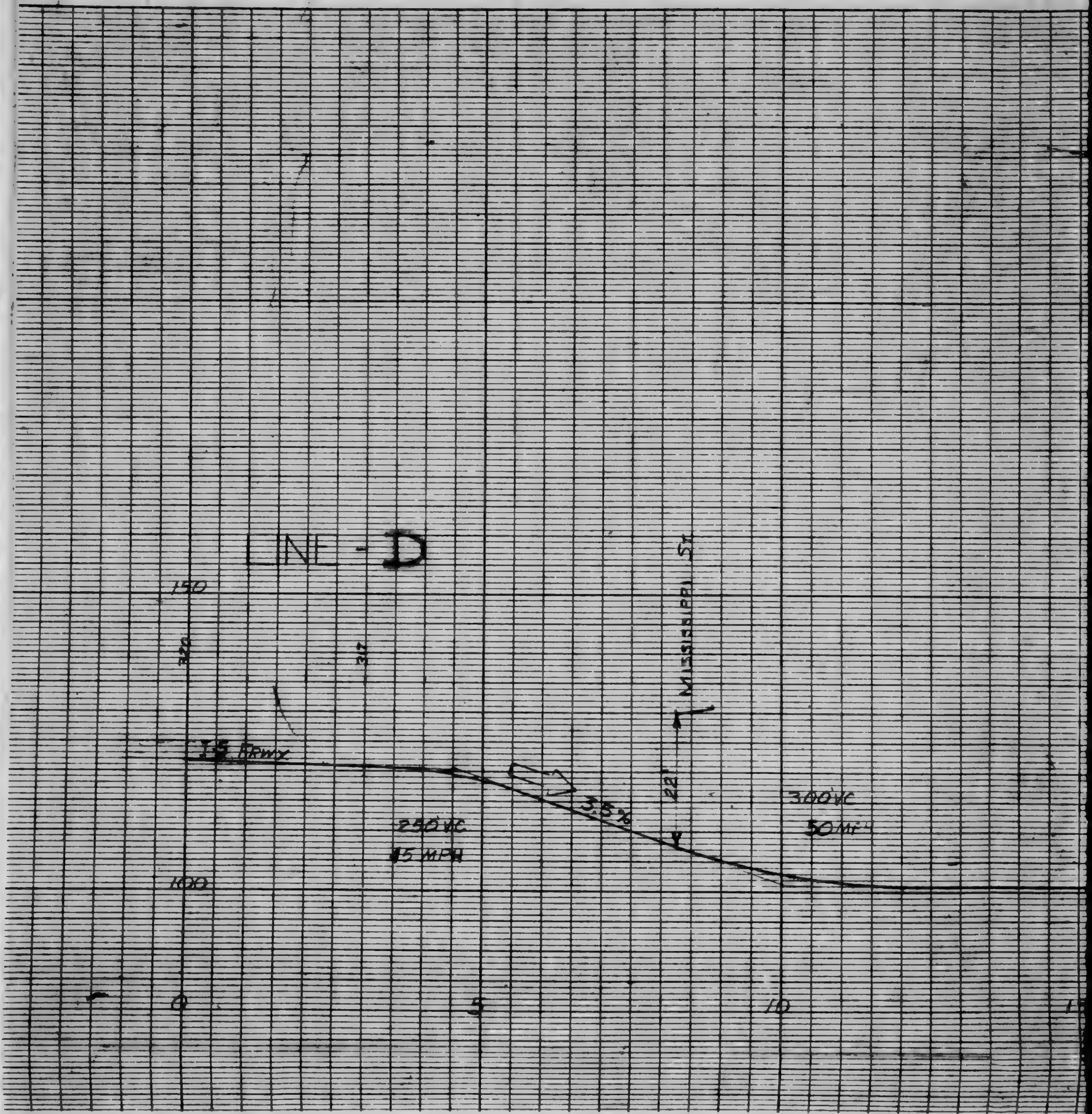
If you have any questions, please let me know.

Attachments

cc: The Honorable Robert W. Straub (w/atts.)
The Honorable Connie McCready "

bc: E. S. Hunter
R. L. Schroeder
R. N. Bothman
J. H. Versteeg

ADO:jh srb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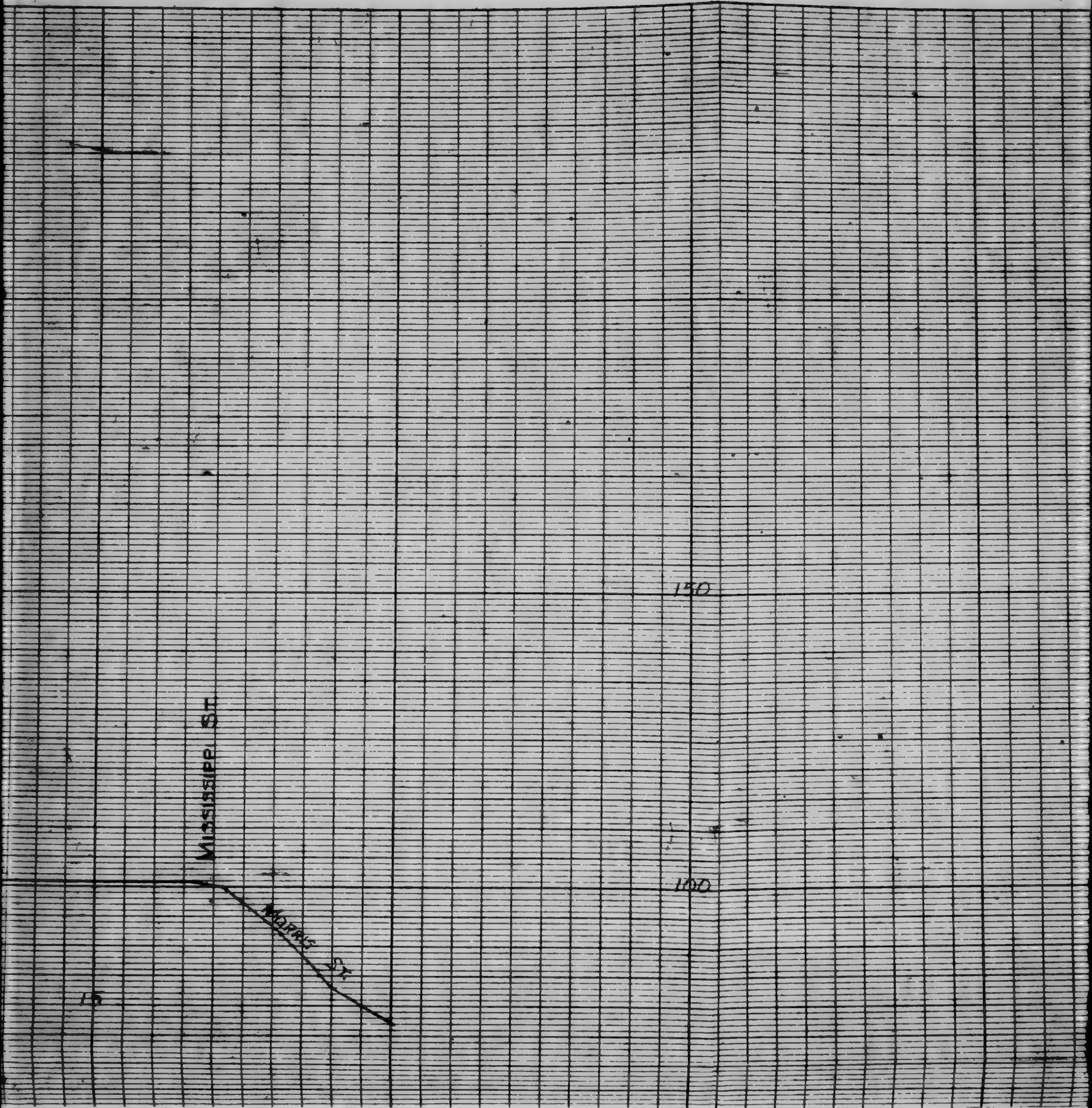
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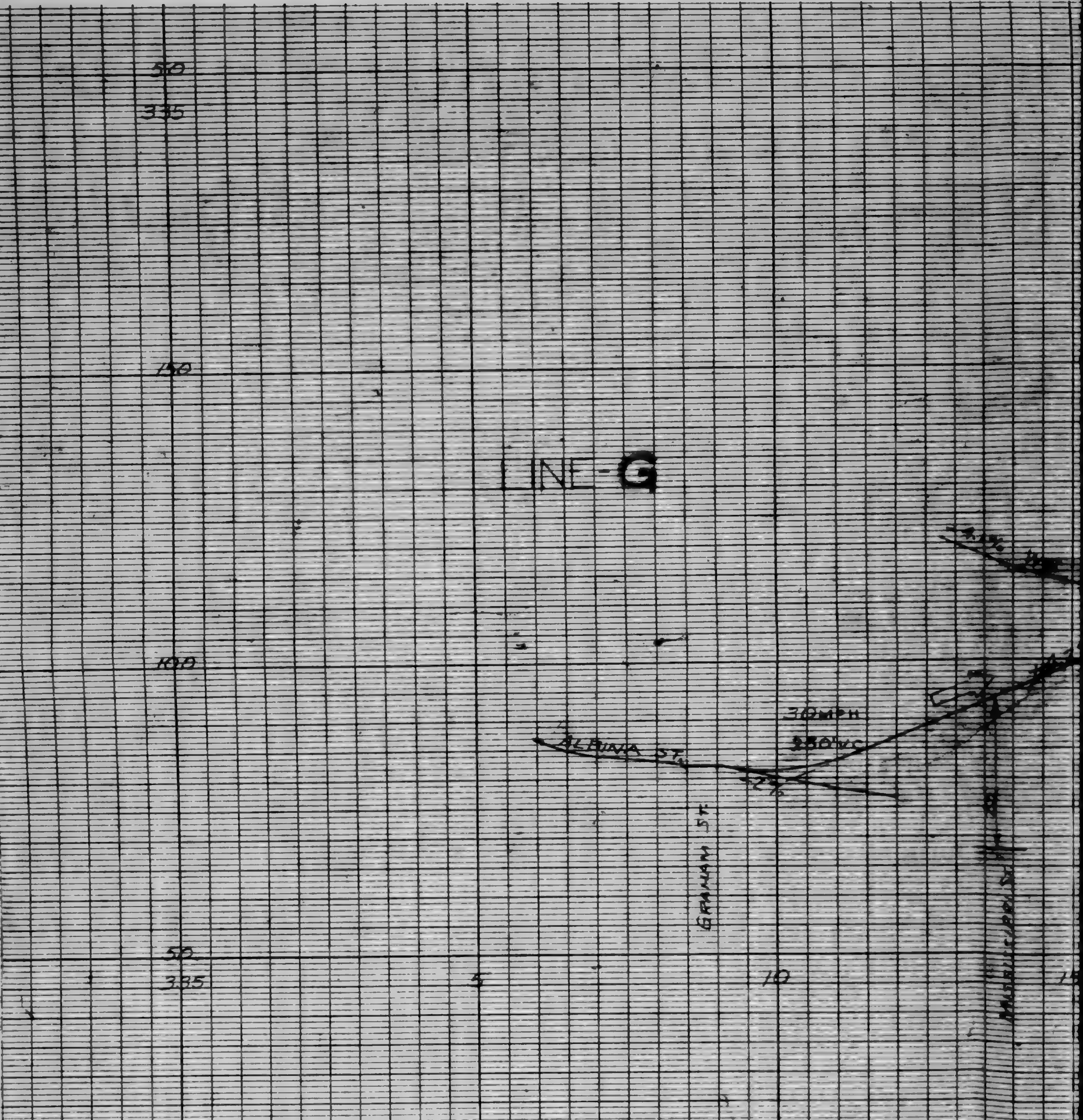
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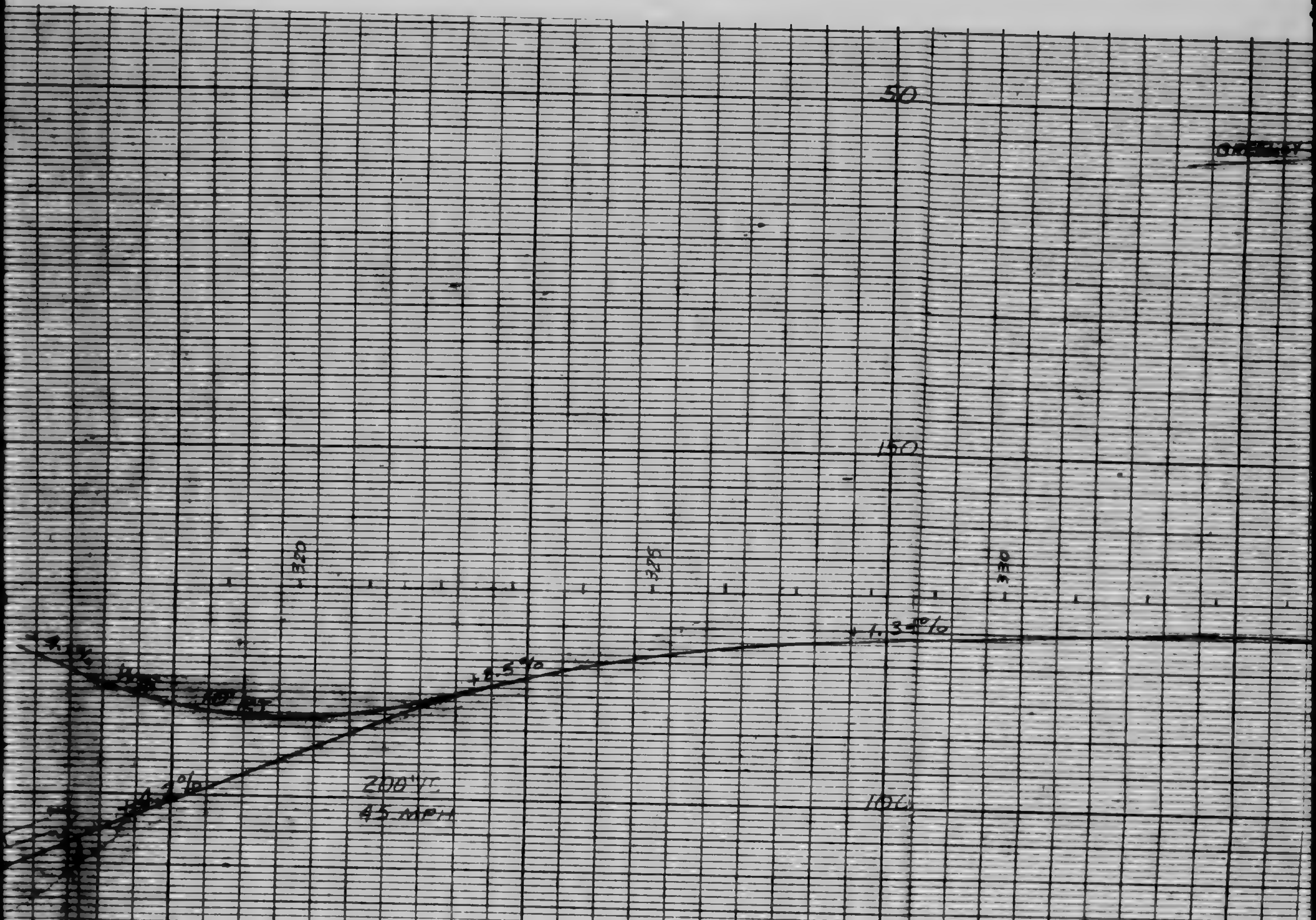
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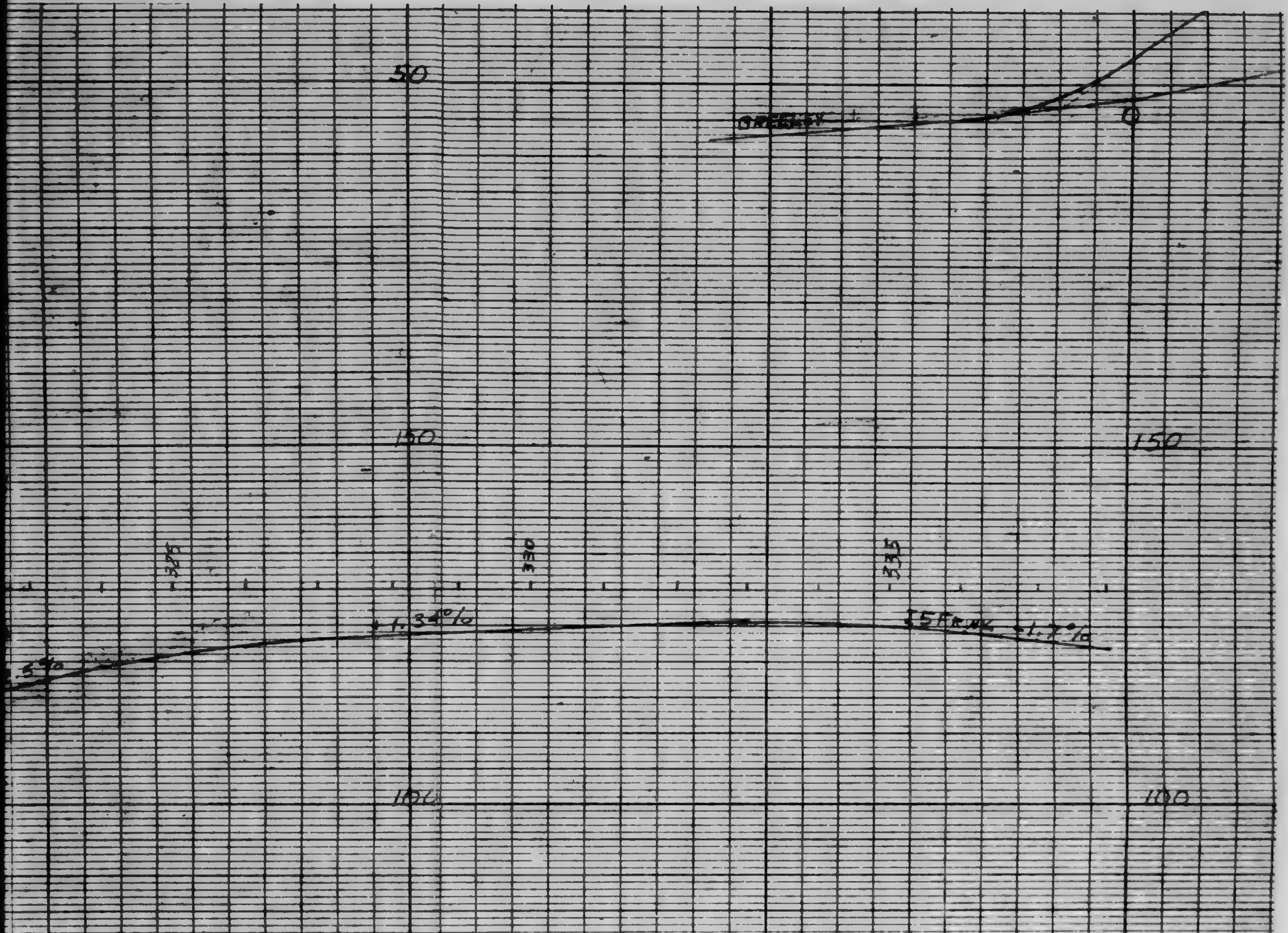
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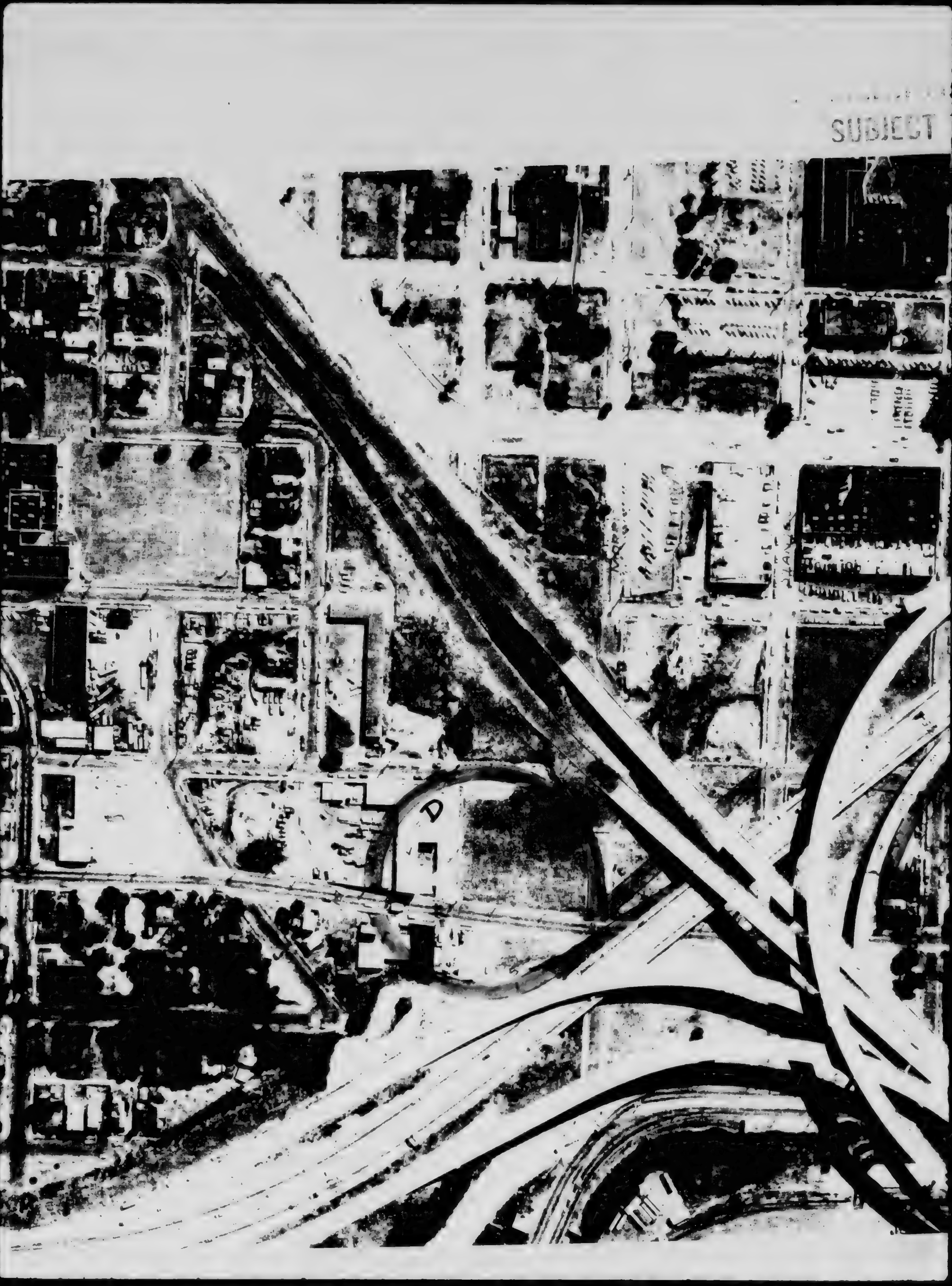
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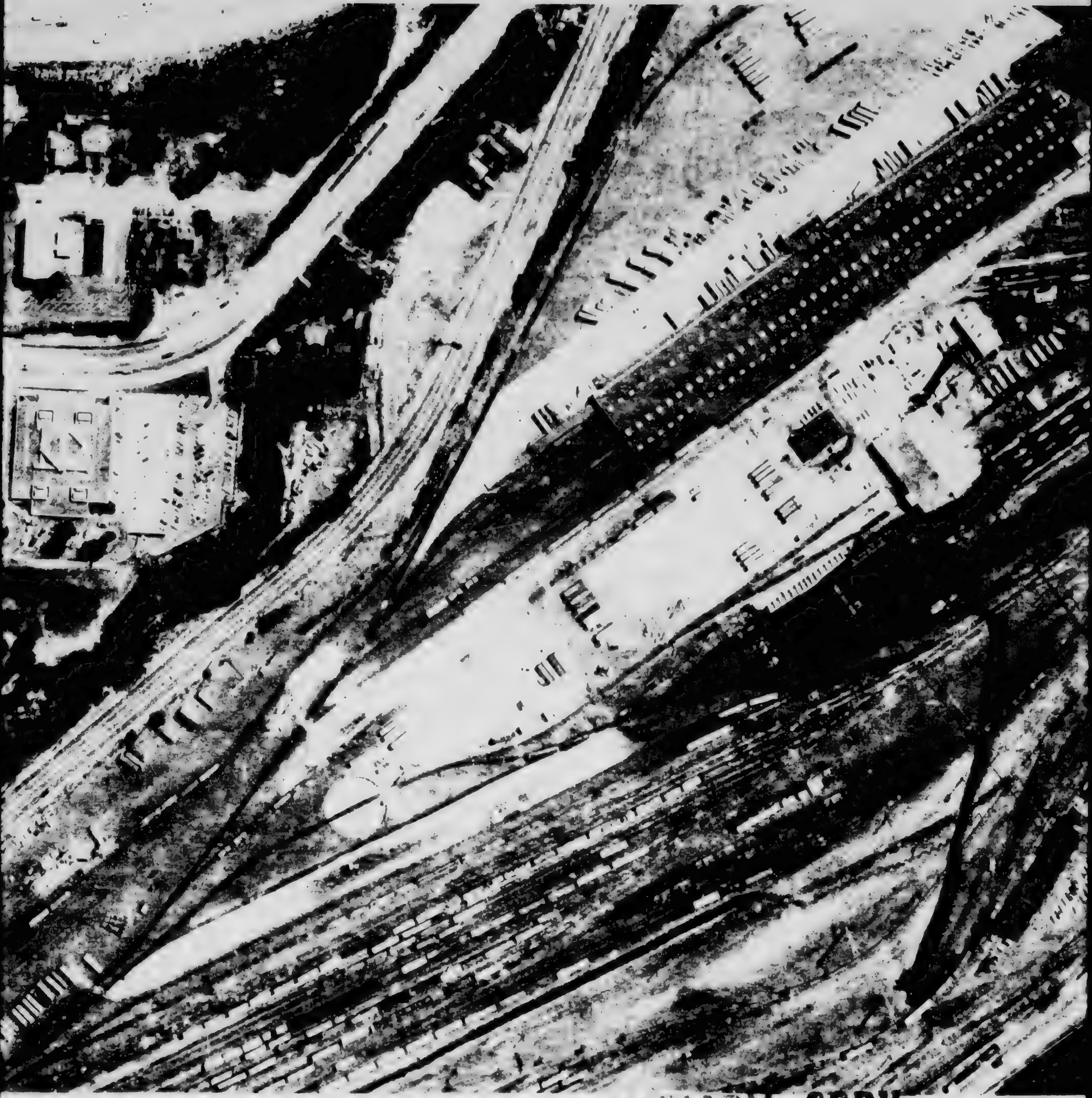

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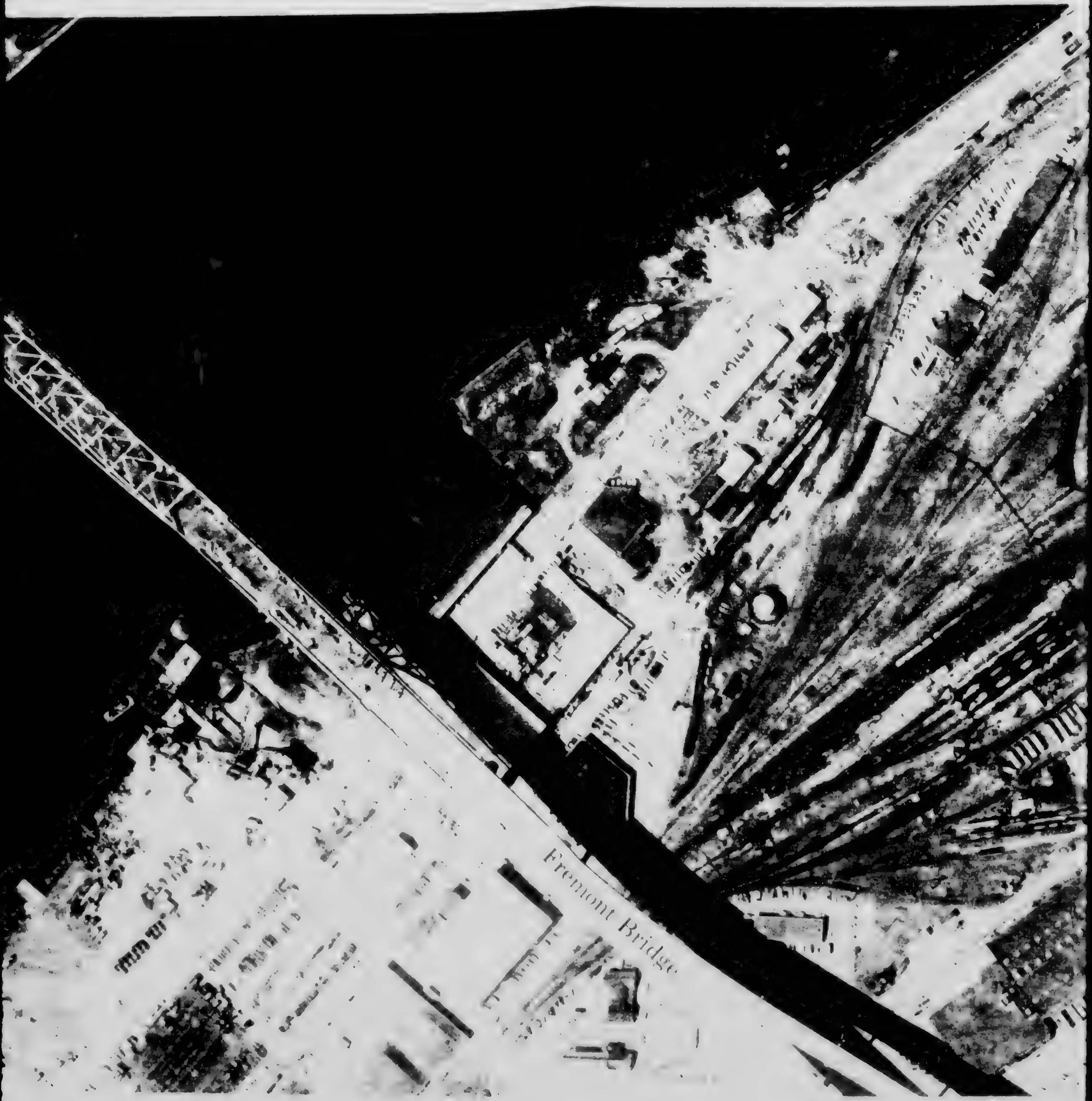
SUBJECT TO CHANGE


Fremont Bridge

9729

7 5 N

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

December 18, 1975

FILE:

FROM: D. N. Stoudenmeyer
Preliminary Design Supervisor

TO: MEMO TO THE FILES

SUBJECT: East Fremont Interchange
Pacific Highway
Multnomah County

Attached is a sketch showing excess right of way in the East Fremont Interchange. There is no time limit on when these parcels must be used or funds returned to the FHWA as was previously supposed. The total value of the property is estimated at about $350,000.

DNS:fw
Attach.
cc: R. N. Bothman - w/attach.
J. B. Boyd - w/attach.
Edward L. Hardt - w/attach.

1 Versteeg ✓
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
DEC 19 1975
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up /
Other

Design Agy

East Fremont Interchange Excess Land

Block	Area	Pr. S'	Value
1	1600	1.00	1600
8	2700	1.00	2700
8	1300	1.00	1300
8	300	1.00	300
7	900	1.00	900
7	2000	1.00	2000
7	1700	1.00	1700
7	300	1.00	300
7	2100	1.00	2100
7	1100	1.00	1100
7	400	1.00	400
10	1100	1.00	1100
10	900	1.00	900
10	90	1.00	90
11	200	1.00	200
11	1080	1.00	1080
11	2000	1.00	2000
11	4920		
11	4700	1.50	16900
11	1650		
11	220	1.00	220
11	1500	1.00	1500
			38390

Block	Area	Per □'	Value
13	301	1.00	300
13	1687	1.00	1700
12	3245	1.00	3245
12	4800	1.00	4800
A	1580	1.00	1580
A	6369	1.50	13600
A	2700		
A	1980	1.00	1980
A	720	1.00	720
14	59980	1.50	90000
15	750	1.00	750
17	2730	1.50	13750
17	2340		
17	4100		
17	1300	1.00	1300
17	500	1.00	500
5	1420	1.00	1420
5	8900	1.35	12000
5	850	1.00	850
5	3830	1.00	3830
12	71670	1.50	107500
14	2150	1.00	2150
11	1390		1390
11	9600		263365

Block	Area	Per □'	Value
11	4500	1.50	32000
11	3488		
11	3700		
11	1700	1.00	1700
11	2300	1.00	2300
			36000

Grand Total $ 337,750

7729

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon 97310
December 15, 1975

FROM: L. E. George
Traffic Engineer

TO: J. H. Versteeg
Road Design Engineer

SUBJECT: Preliminary Plans
Greeley Avenue Connection
East Fremont Interchange
Interstate 5

Attention: D. N. Stoudenmeyer
Preliminary Design Supervisor

The revised preliminary plans for truck ramp connections to Greeley Avenue from Interstate 5 appear to be a substantial improvement over the original plans. Many of the problems involving weaving and insufficient spacing for signs have been eliminated or reduced.

One potential problem with the new design is at the intersection of the "D" line with Mississippi Avenue. This intersection may require signalization, and the installation of a traffic signal near the bottom of a 5% grade on a ramp with a high percentage of truck traffic may result in a potential hazard for rear-end collisions, particularly when the roadway is icy.

Unless it is necessary, we suggest that the connection between Mississippi Avenue and the "F" line be eliminated. Such a connection would probably encourage local traffic on the freeway, which would aggravate the weaving situation north of Flint Avenue.

We assume that the ramp from west to south will be striped for two lanes from the point where it is joined by line "F" to the point where it meets Interstate 5. One possibility for extending the length of this two-lane ramp would be to widen the structure from the point where the ramp meets Interstate 5 to the ramp stub for the future connection from east to south. This would allow full use of the existing acceleration lane which was designed for the east to south ramp. The striping which could be used is sketched in on the plans which we are returning to you.

1 Versteeg
2 A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
DEC 17 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☒
Return To
Bring Up / /
Other

L E George

L. E. George
Traffic Engineer

TL:rj

9721

FORM 81-734-3030

5

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

December 2, 1975
Portland, OR 97213

FILE: 74-5

FROM: R. N. BOTHMAN Bothman
Ass't. State Highway Engineer

SUBJECT: I-5 Greeley ramps

TO: F. B. KLABOE
Administrator

Attached is a letter from Mayor Goldschmidt and Commissioner McCready requesting an opportunity to make a presentation regarding the subject project to the Transportation Commission.

Versteeg will provide me with available data used to determine our disapproval, for transmittal to the city.

Schroeder is preparing a report to the commission. I will send Metro data to him.

I will advise the city of the above and suggest the Commission meeting in January for the city's presentation.

ebg

attachment

cc: R. L. Schroeder
J. H. Versteeg

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
DEC 4 '75
REF. Head
FOR
Info Inv.

Please schedule for
Jan and notify them
when you can
F.

cc Schroeder - Please prepare & present your case F

CONNIE McCREADY
COMMISSIONER

CITY OF PORTLAND
OREGON

DEPARTMENT OF
PUBLIC WORKS
FILE 74-5
120

ME PE PR1 PR2 DE
O.S.H.D. • METRO

NOV 25 1975

DE FILE T/A

November 20, 1975

Mr. Robert Bothman
Assistant State Highway Engineer
Oregon State Highway Division
5821 NE Glisan Street
Portland, OR 97213

Dear Mr. Bothman:

Your notice of disapproval of the project to connect North Greeley Avenue to I-5 is extremely disappointing to the City and simply cannot be left to stand unchallenged. The staff report of September 16th bases this rejection on very narrow grounds, principally the conflict of trucks entering the freeway at this point.

The issues involved in this project are much broader than the operational characteristics of the freeway and deserve consideration at the highest policy level. This project came to the City Council as a recommendation of the Swan Island Task Force as a part of a package of recommendations with the purpose of permitting the full development of the Swan Island Industrial Park and at the same time mitigating the environmental impact, mainly truck noise, of this development. This project does not stand alone but makes feasible other elements of that package. Thus the issues in reality are the economic vitality of the central city, preservation of the residential neighborhood, a step away from urban sprawl toward a much more energy efficient urban organization and also to a much better use of sunk investments in streets, utilities and other parts of the capital framework that we simply cannot afford to duplicate in the suburbs. The Oregon Transportation Commission has recognized this as evidenced by its commitment of substantial state funds in the current improvement of North Going Street.

The Transportation Commission and the Federal Highway Administration have already been willing to modify their traffic standards for broader public goals as illustrated by recent modifications to the Marquam Bridge and the Banfield Freeway. In fact the issue might be phrased--"Shall the freeway be degraded for the benefit of the City or shall the City be degraded for the benefit of the freeway?" The full answer to their problems lies in the aggressive completion of a balanced transportation system including a substantial transit element.

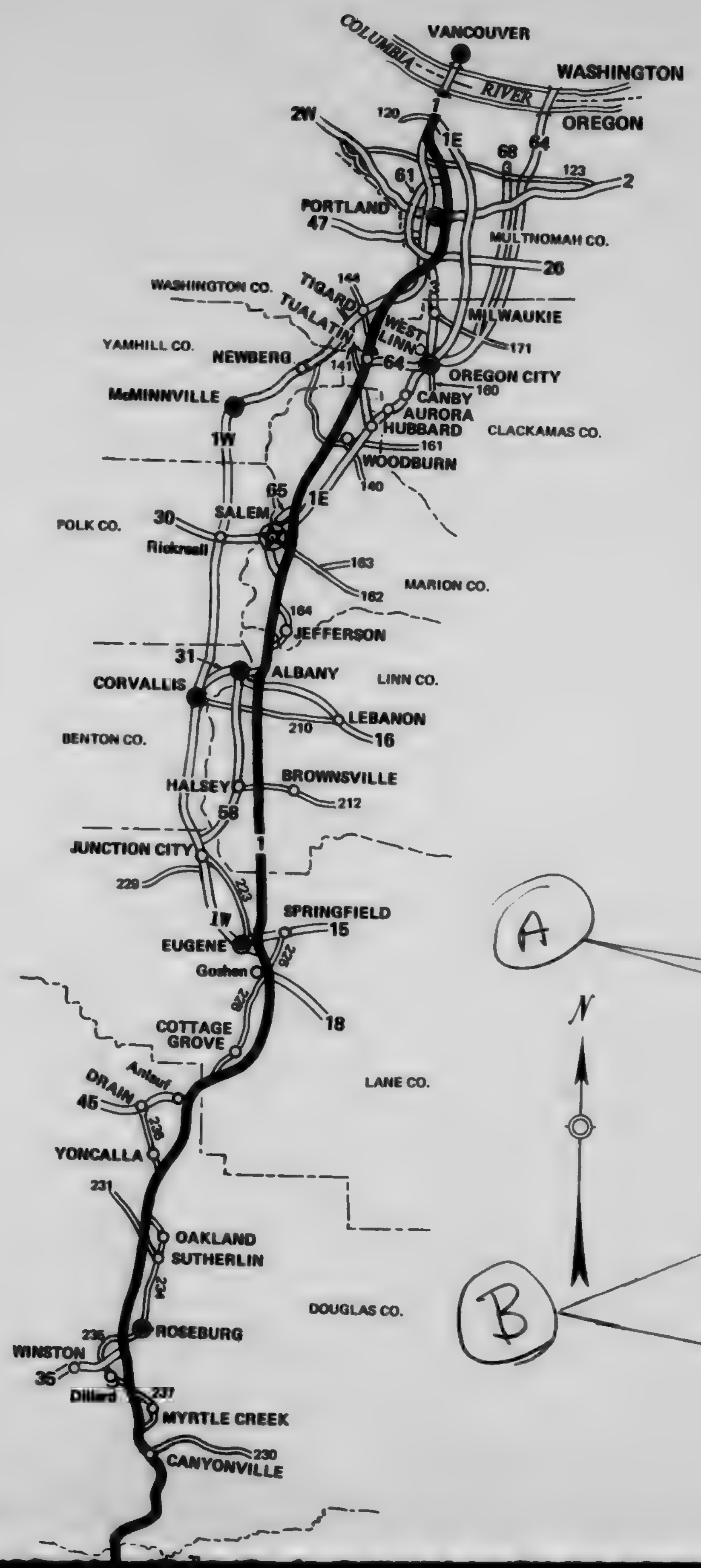
The City requests the opportunity to make a presentation of this project request to the full Transportation Commission at a mutually agreeable time. In preparation for this we ask that copies be made available to us of all of the technical data referred to in the staff report and also any other pertinent data.

Very truly yours,

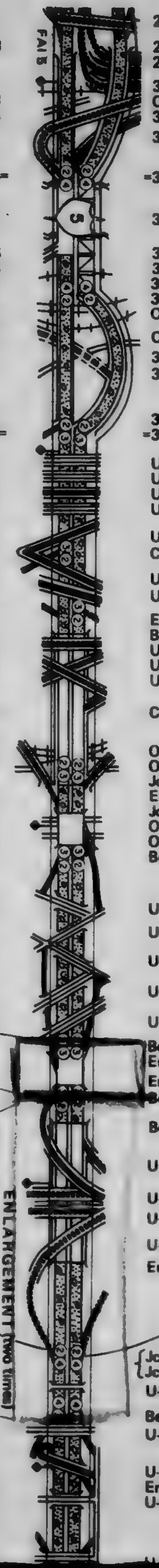
Neil Goldschmidt
Mayor

Connie McCready
Chairman, Swan Island Task Force

bg


VANCOUVER
WASHINGTON
COLUMBIA RIVER
OREGON
120
1
1E
2W
68
64
123
2
61
PORTLAND
47
MULTNOMAH CO.
26
WASHINGTON CO.
144
TIGARD
TUALATIN
WEST LINN
MILWAUKIE
171
YAMHILL CO.
NEWBERG
141
64
OREGON CITY
160
McMINNVILLE
CANBY
AURORA
HUBBARD
CLACKAMAS CO.
1W
161
WOODBURN
140
65
1E
POLK CO.
30
SALEM
Rickreall
163
162
MARION CO.
164
JEFFERSON
31
ALBANY
LINN CO.
CORVALLIS
210
LEBANON
16
BENTON CO.
HALSEY
BROWNSVILLE
212
58
JUNCTION CITY
229
223
1W
SPRINGFIELD
15
EUGENE
Goshen
225
226
18
COTTAGE GROVE
LANE CO.
Anlauf
DRAIN
45
238
YONCALLA
231
OAKLAND
SUTHERLIN
234
DOUGLAS CO.
ROSEBURG
235
WINSTON
35
Dillard
237
MYRTLE CREEK
230
CANYONVILLE
N
A
B

PORTLAND

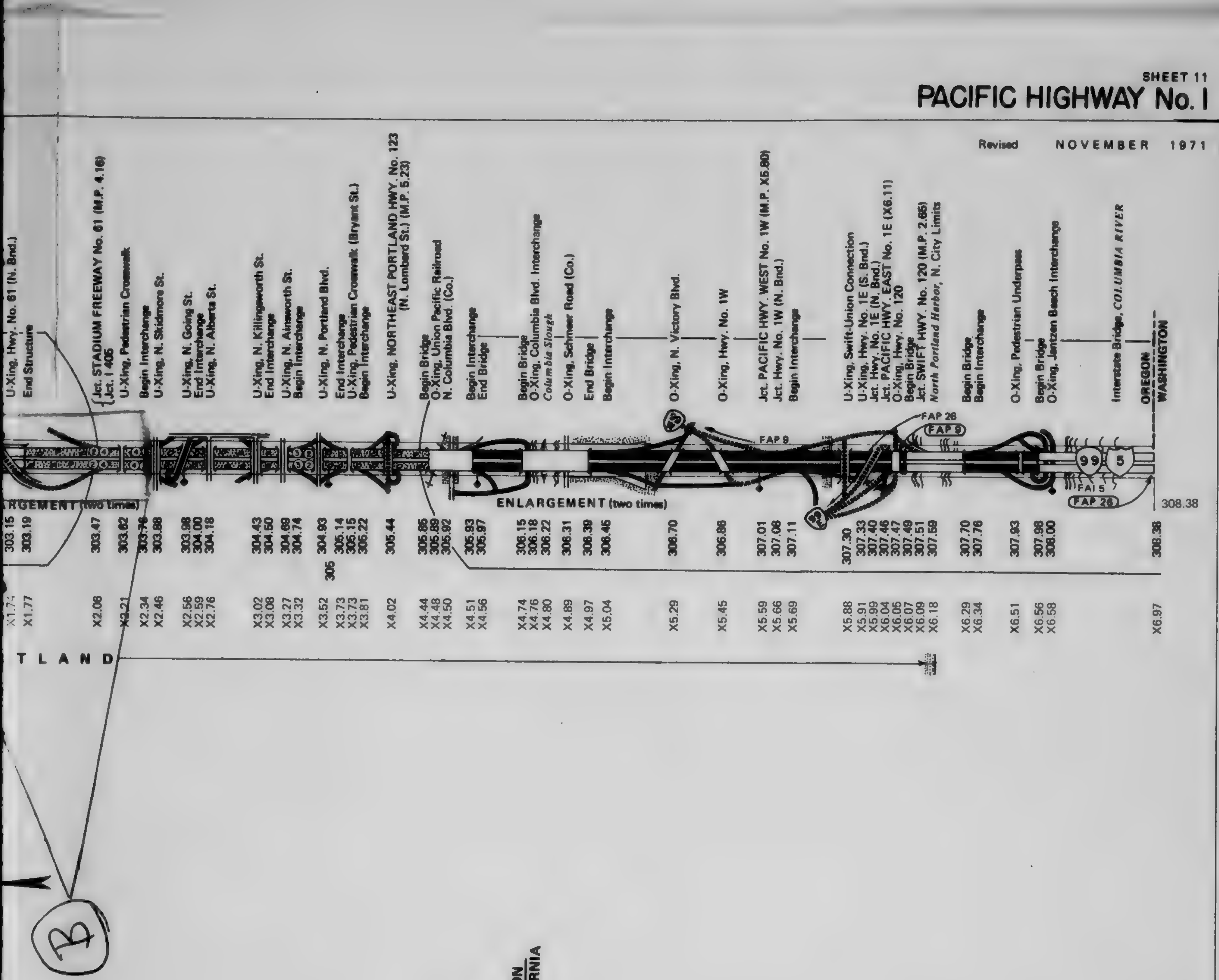

FAI 5
5
ENLARGEMENT (two times)

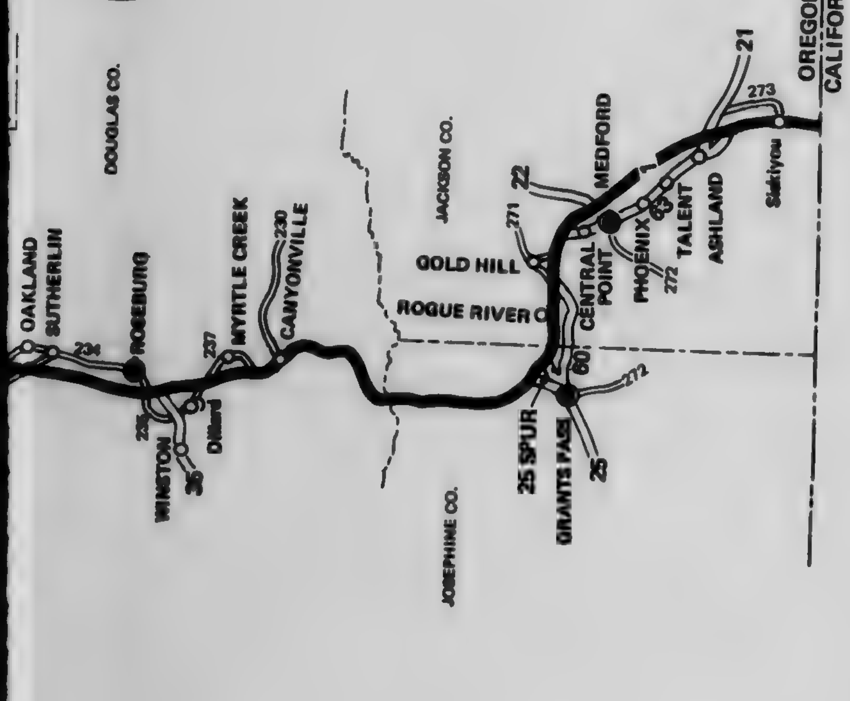
1.58S	299.81	299.83S	U-Xing, OSWEGO HWY. No. 3 (M.P. 0.06N)
1.50S	299.93	299.92S	Begin Structures
1.45S		299.97S	O-Xing, Hwy. No. 61 (S. Bnd.)
1.38S	300	300.03S	O-Xing, Hwy. No. 61 (N. Bnd.)
1.36N	300.03		O-Xing, S.P. Co. (Spur)
1.34S	300.08	300.08S	U-Xing, Conn. from Hwy. No. 61
1.31S		300.11S	O-Xing, Conn. to Hwy. No. 61
1.14S	300.26=	=300.27S	Begin Vertically Divided Hwy. Conns. to & from Hwy. No. 61 Begin Bridges
1.04S	300.39	300.38S	*WILLAMETTE RIVER* (Marquam Bridge)
0.94S	300.46	300.48S	End Bridges
0.87S	300.53	300.55S	O-Xing, Portland Tract. Co.
0.82S	300.57	300.59S	End Vertically Divided Hwy.
0.75S	300.64	300.66S	O-Xing, Portland Tract. Co.
0.74N	300.65		O-Xing, Portland Traction Co.
0.72N			
	300.67		O-Xing, Future Connection
0.66S	300.73	300.76S	O-Xing, S.E. Hawthorne Blvd.
0.60S		300.82S	Future Connection
0.49S	300.90	300.92S	End Structure
0.46S	300.93=	=300.95S	End Interchange
0.36	301.06		U-Xing, S.E. Yamhill St.
0.34	301.07		U-Xing, S.E. Belmont St.
0.33	301.08		U-Xing, Connection
0.32	301.09		U-Xing, S.E. Morrison St. (Bridge)
0.30	301.12		U-Xing, Connection
0.28	301.13		Connection
0.20	301.21		U-Xing, Connection
0.19	301.22		U-Xing, Connection
0.05	301.37		End 5 Lane
X0.07	301.48		Begin Structure (M.P. X0.58)
X0.09	301.50		U-Xing, Burnside Bridge, Hwy. No. 2(W)
X0.17	301.59		U-Xing, Hwy. No. 2 Conn.
X0.24	301.65		U-Xing, Hwy. No. 2 (E. Bnd.)
X0.28	301.70		Connection
X0.36	301.76		O-Xing, U.P.R.R. & S.P. Co. (8 Tracks)
X0.48	301.89		O-Xing, N.E. Oregon St.
X0.49	301.91		Jct. COLUMBIA RIVER HWY. No. 2 (M.P. 0.42)
			End Structure
X0.55	301.96		Jct. Hwy. No. 2 (W. Bnd.)
X0.57	301.99		O-Xing, N.E. Holladay St.
X0.60	302.01		O-Xing, N.E. Hassalo St.
X0.68	302.09		Begin 4 Lane
X0.88	302.29		U-Xing, N. Weidler St.
X0.92	302.33		U-Xing, N. Williams Ave.
X0.94	302.35		U-Xing, N. Broadway
X1.01	302.43		U-Xing, N. Vancouver Ave.
X1.11	302.53		U-Xing, N. Flint Ave.
X1.19	302.60		Begin Bridge (Eliot School Viaduct)
X1.27	302.68		End Interchange
X1.29	302.70		End Bridge
X1.31	302.72		Begin 4 Lane
X1.38	302.80		Begin Structure
X1.60	303.02		U-Xing, Connection
X1.67	303.08		U-Xing, Hwy. No. 61 Conn.
X1.68	303.10		U-Xing, Hwy. No. 61 Conn.
X1.74	303.15		U-Xing, Hwy. No. 61 (N. Bnd.)
X1.77	303.19		End Structure
X2.06	303.47		Jct. STADIUM FREEWAY No. 61 (M.P. 4.16) Jct. I 405
X2.21	303.62		U-Xing, Pedestrian Crosswalk
X2.34	303.76		Begin Interchange
X2.46	303.88		U-Xing, N. Skidmore St.
X2.56	303.98		U-Xing, N. Going St.
X2.59	304.00		End Interchange
X2.76	304.18		U-Xing, N. Alberta St.
X3.02	304.43		U-Xing, N. Killingsworth St.

SHEET 11

PACIFIC HIGHWAY No. I

Revised NOVEMBER 1971


303.15 X1.74 U-Xing, Hwy. No. 61 (N. Bnd.)
303.19 X1.77 End Structure
303.47 X2.06 Jct. STADIUM FREEWAY No. 61 (M.P. 4.16) / Jct. I 405
303.62 X2.21 U-Xing, Pedestrian Crosswalk
303.76 X2.34 Begin Interchange
303.88 X2.46 U-Xing, N. Skidmore St.
303.98 X2.56 U-Xing, N. Going St.
304.00 X2.59 End Interchange
304.18 X2.76 U-Xing, N. Alberta St.
304.43 X3.02 U-Xing, N. Killingsworth St.
304.50 X3.08 End Interchange
304.69 X3.27 U-Xing, N. Ainsworth St.
304.74 X3.32 Begin Interchange
304.93 X3.52 U-Xing, N. Portland Blvd.
305
305.14 X3.73 End Interchange
305.15 X3.73 U-Xing, Pedestrian Crosswalk (Bryant St.)
305.22 X3.81 Begin Interchange
305.44 X4.02 U-Xing, NORTHEAST PORTLAND HWY. No. 123 (N. Lombard St.) (M.P. 5.23)
305.85 X4.44 Begin Bridge
305.89 X4.48 O-Xing, Union Pacific Railroad
305.92 X4.50 N. Columbia Blvd. (Co.)
305.93 X4.51 Begin Interchange
305.97 X4.56 End Bridge
306.15 X4.74 Begin Bridge
306.18 X4.76 O-Xing, Columbia Blvd. Interchange
306.22 X4.80 Columbia Slough
306.31 X4.89 O-Xing, Schmeer Road (Co.)
306.39 X4.97 End Bridge
306.45 X5.04 Begin Interchange
306.70 X5.29 O-Xing, N. Victory Blvd.
306.86 X5.45 O-Xing, Hwy. No. 1W
307.01 X5.59 Jct. PACIFIC HWY. WEST No. 1W (M.P. X5.80)
307.08 X5.66 Jct. Hwy. No. 1W (N. Bnd.)
307.11 X5.69 Begin Interchange
307.30 X5.88 U-Xing, Swift-Union Connection
307.33 X5.91 U-Xing, Hwy. No. 1E (S. Bnd.)
307.40 X5.99 Jct. Hwy. No. 1E (N. Bnd.)
307.46 X6.04 Jct. PACIFIC HWY. EAST No. 1E (X6.11)
307.47 X6.05 O-Xing, Hwy. No. 120
307.49 X6.07 Begin Bridge
307.51 X6.09 Jct. SWIFT HWY. No. 120 (M.P. 2.65)
307.59 X6.18 North Portland Harbor, N. City Limits
307.70 X6.29 Begin Bridge
307.76 X6.34 Begin Interchange
307.93 X6.51 O-Xing, Pedestrian Underpass
307.98 X6.56 Begin Bridge
308.00 X6.58 O-Xing, Jantzen Beach Interchange
Interstate Bridge, COLUMBIA RIVER
308.38 X6.97 OREGON / WASHINGTON
308.38
RGEMENT (two times)
ENLARGEMENT (two times)
FAP 9
FAP 26
FAP 9
FAI 5
FAP 26
99
5
TLAND
B


OAKLAND
SUTHERLIN
234
ROSEBURG
DOUGLAS CO.
WINSTON
38
Dillard
235
237
MYRTLE CREEK
CANYONVILLE
230
JACKSON CO.
JOSEPHINE CO.
ROGUE RIVER
GOLD HILL
271
22
CENTRAL POINT
60
MEDFORD
PHOENIX
272
TALENT
ASHLAND
Siskiyou
273
21
25 SPUR
GRANTS PASS
25
272
OREGON
CALIFORNIA

EQUATIONS:
None
DUPLICATE MILEAGE:
None
Note:
Jurisdiction of intersecting local roads as of 1970.

HIGHWAY NO. 1	STATE	FEDERAL AID STATUS				OVERLAPPING FA		
		FAP	FAS	Non-FAI-coin	Non FA	FAI-coin	URBAN	Misc. Fed.
Total Length	308.38	219.94	0.00	88.44	0.00	219.94	63.53	10.39
Located Line Included	0.00	0.00		0.00		0.00	0.00	0.00
Temporary Route Included	0.00	0.00		0.00		0.00	0.00	0.00
Two-Lane	0.00	0.00		0.00		0.00	0.00	0.00
Three-Lane	0.00	0.00		0.00		0.00	0.00	0.00
Four-Lane	0.00	0.00		0.00		0.00	0.00	0.00
Divided	308.38	219.94		88.44		219.94	63.53	10.39
Additional Mileage	175.15							
Frontage Roads	76.33							
Connections	98.82							
One-Way Couplets	0.00							
Excluded Mileage	0.00							
Located Line Excluded	0.00							
Temporary Route Excluded	0.00							
Access Control Mileage	308.38	219.94		88.44		219.94	63.30	10.39
Full	308.38	219.94		88.44		219.94	63.30	10.39
Partial	0.00	0.00		0.00		0.00	0.00	0.00

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS
COLLISION DIAGRAM

City of Portland County Multnomah
Intersection of Pacific Hwy and MP. 302.60
Highway Number 1 (I 5) Thru MP 302.72
Period Covered 1-1-70 9-30-75
Compiled by Da Drawn by ________ Date 12-22-75

LEGEND

● Person Killed
◄----- Pedestrian Killed
○ Person Injured
◁----- Pedestrian Injured
←—— Property Damage Only
Collision – Rear-end
Collision – Head-on
Collision – Sideswipe

◁----- Path of Pedestrian
←—— Path of Vehicle
←----- Path of Animal
Vehicle Moving
Vehicle Stopped
Vehicle Backing
☐ Properly Parked
Improperly Parked
Vehicle Overturned
Vehicle Skidded

Day- 49
Nite- 35
Total- 84

12- Truck Acc.

Collision Type	1970-1971				1972-1973				1974				9 Mos. 1975				Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle																				
Head-on																				
Rear-end		13	14	27		5	7	12		7	5	12		2	4	6		27	30	57
Sideswipe			3	3		1	5	6		1		1		1	2	3		3	10	13
Turning Movement			1	1		1	1	2										1	2	3
Parking																				
Non-collision			1	1															1	1
Fixed Object		2	5	7		2		2		1		1						5	5	10
Pedestrian																				
Backing																				
Misc.																				
TOTAL		15	24	39		9	13	22		9	5	14		3	6	9		36	48	84

Form E-261-6-70

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS

COLLISION DIAGRAM

City of Portland County Multnomah
Intersection of Pacific Hwy. and MP. 302 73
Highway Number 1 (I 5) Thru. MP 303,76
Period Covered 11-15-73 9-30-75
Compiled by JEA Drawn by ______ Date 12-23-75

LEGEND

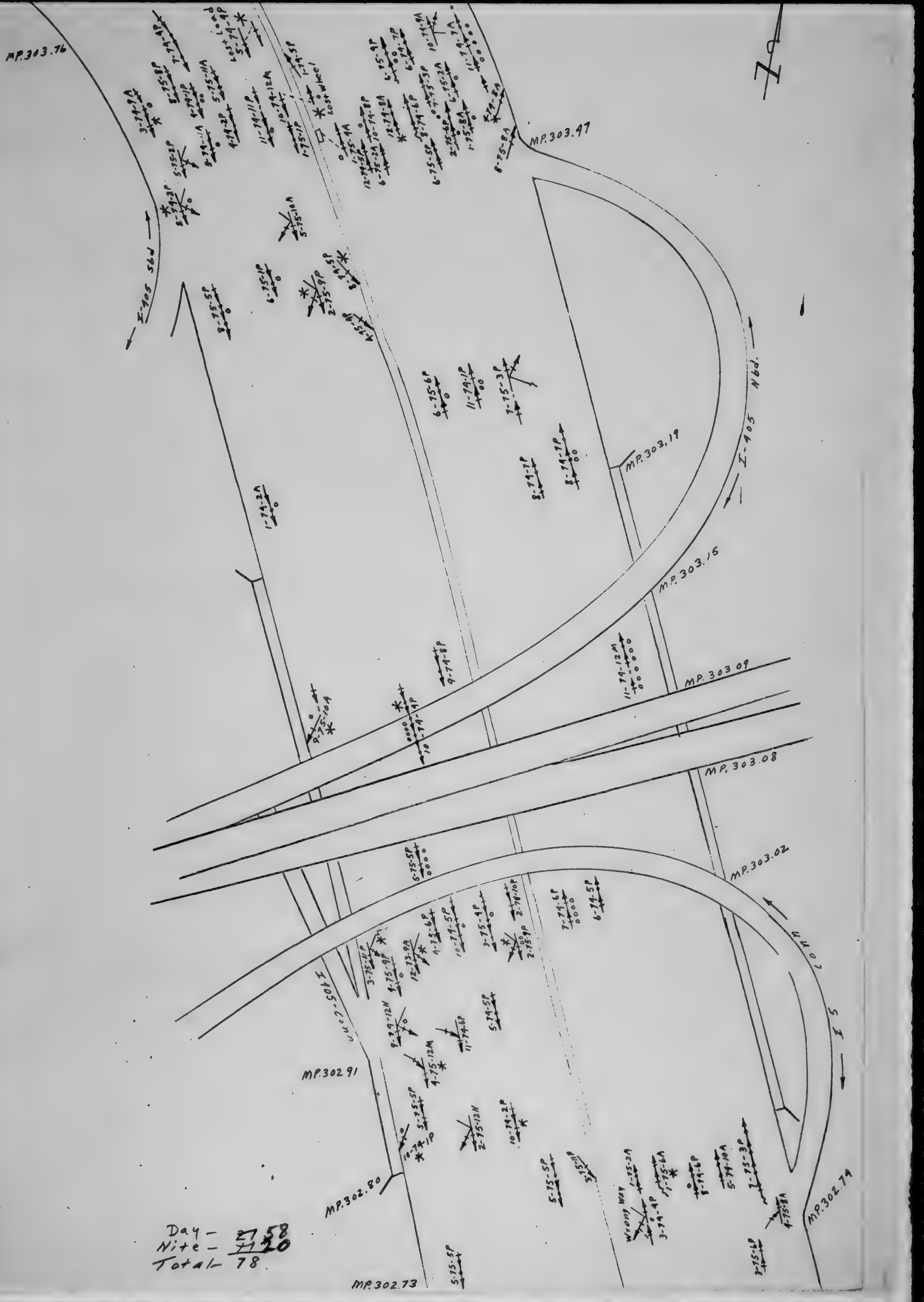
- ● Person Killed
- ◄----- Pedestrian Killed
- ○ Person Injured
- ◁----- Pedestrian Injured
- ◄—— Property Damage Only
- Collision - Rear-end
- Collision - Head-on
- Collision - Sideswipe

- ◁----- Path of Pedestrian
- ◄—— Path of Vehicle
- ◄----- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- ▭ Properly Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded

18 - Truck Acc.

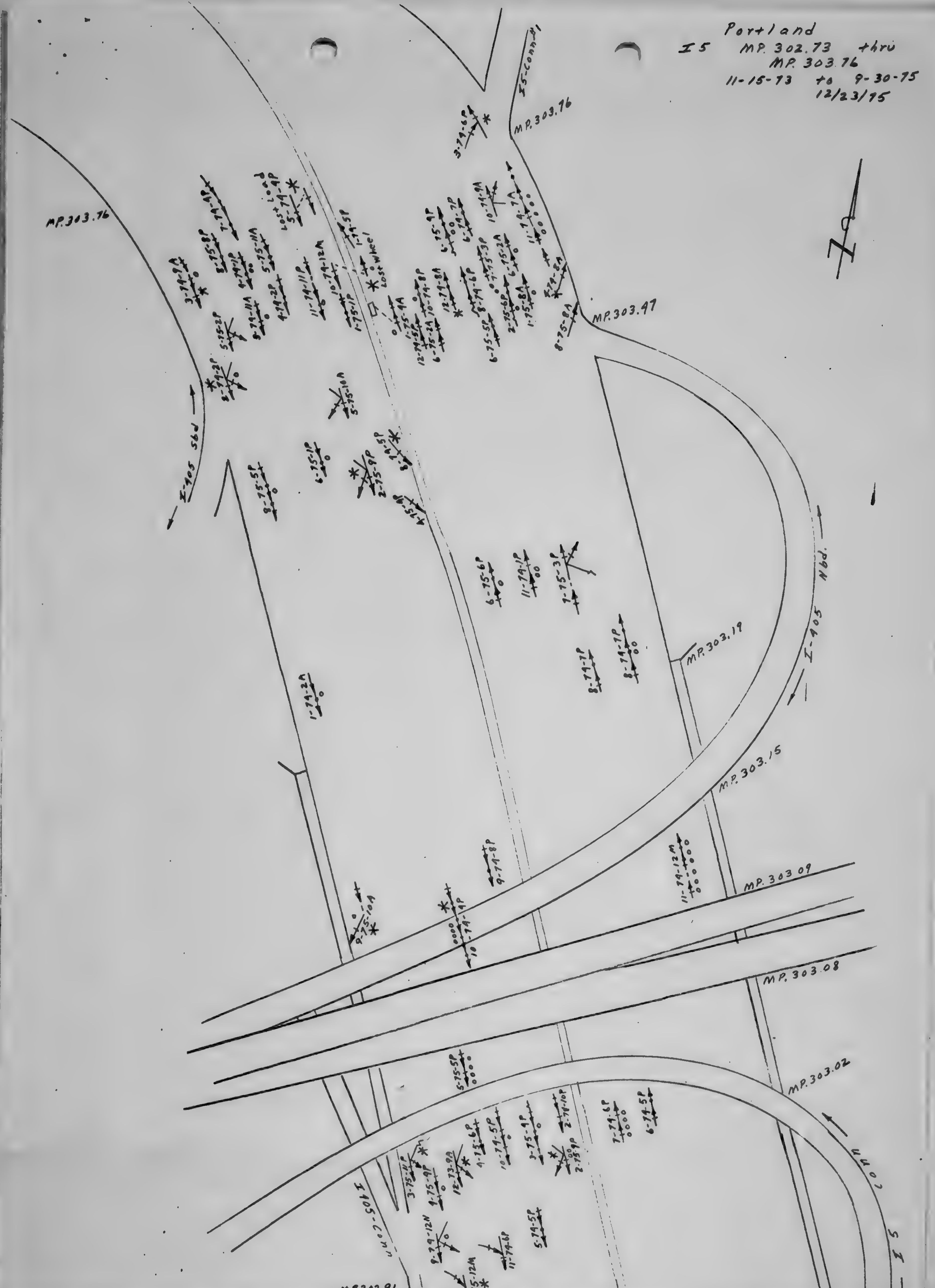
Collision Type	11-15-73 - 12-31-73				1974				9 Mos. 1975								Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle																				
Head-on																				
Rear-end						15	12	27		13	12	25						28	24	52
Sideswipe			1	1		3	1	4		1	6	7						4	8	12
Turning Movement							2	2			2	2							4	4
Parking																				
Non-collision																				
Fixed Object						1	3	4		1	3	4						2	6	8
Pedestrian																				
Backing																				
Misc.						1	1	2										1	1	2
TOTAL			1	1		20	19	39		15	23	38						35	43	78

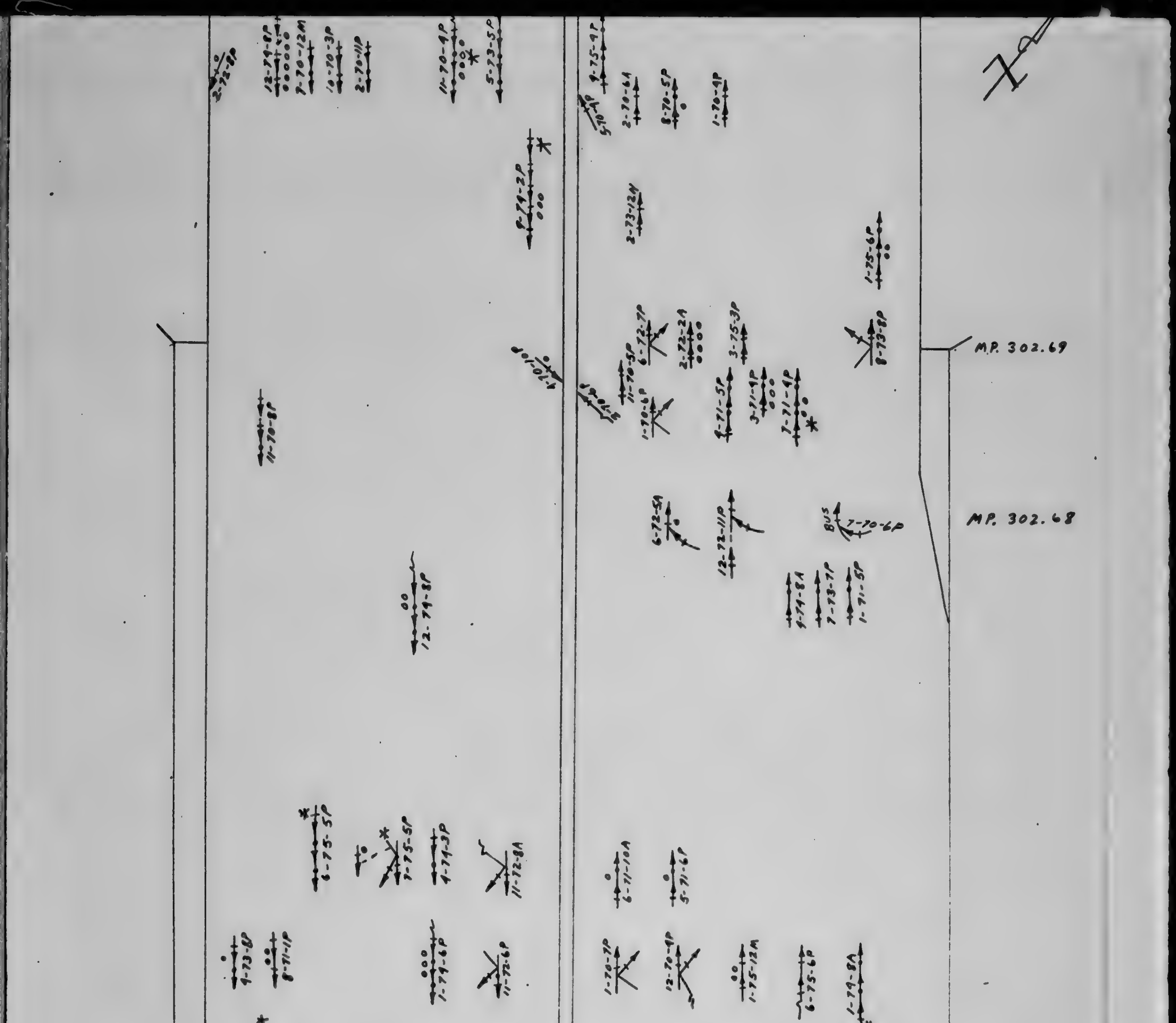
Form E-261-6-70


MP.303.76
MP.303.47
N
I-405 Sbd
I-405 Nbd
MP.303.19
MP.303.15
MP.303.09
MP.303.08
MP.303.02
I-405 Conn
I-5 Conn
MP.302.91
MP.302.80
MP.302.73
MP.302.74
Lost Wheel
Lost Load
Wrong Way
3-79-9A
5-75-8P
7-79-4P
5-75-2P
8-75-5P
6-75-1P
2-75-9P
1-79-2A
6-75-6P
11-79-1P
7-75-3P
8-79-7P
8-79-7P
9-79-8P
9-75-10A
10-79-1P
11-79-12M
5-75-5P
6-79-5P
7-79-6P
5-79-5P
11-79-6P
2-75-12N
10-79-2P
11-79-1P
5-75-5P
5-75-5P
3-75-11P
5-79-10A
7-75-3P
8-79-6P
3-79-4P
1-75-8A
3-75-6P
5-75-5P

Day - 27 58
Nite - 11 20
Total - 78

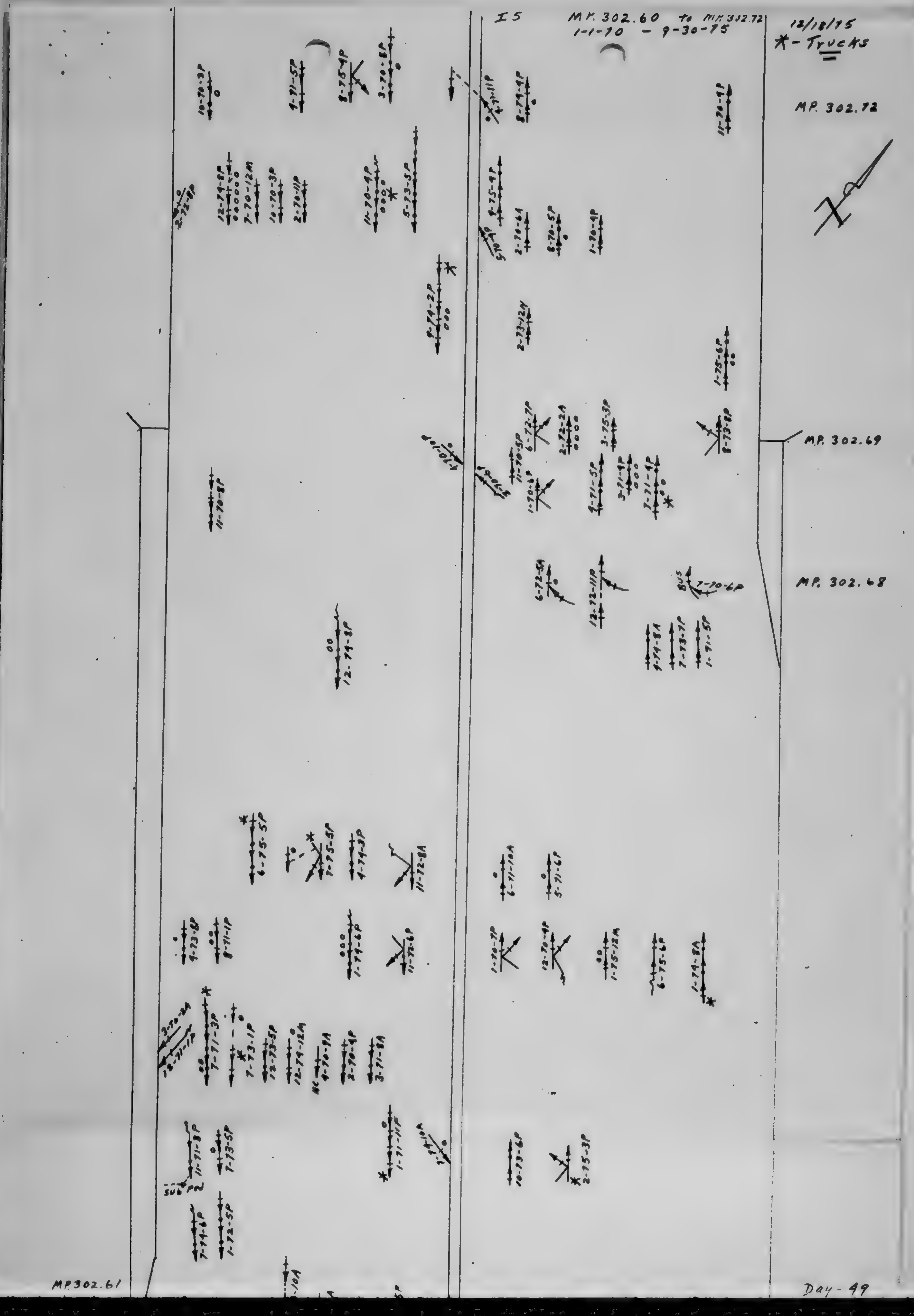
Portland
I 5 MP. 302.73 thru
MP. 303.76
11-15-73 to 9-30-75
12/23/75


MP. 303.76
MP. 303.76
I5-Conn
MP. 303.47
I-405 Sbd
I-405 Nbd.
MP. 303.19
MP. 303.15
MP. 303.09
MP. 303.08
MP. 303.02
I-405-Conn
I 5 Conn
I 5
MP. 302.91
N
Lost Load
Lost Wheel
3-74-6P
7-74-4P
8-75-8P
3-74-9A
9-74-11A
11-74-11P
10-74-12M
1-74-5P
8-75-8A
6-75-1P
2-75-9P
8-75-5P
6-75-6P
11-74-1P
7-75-3P
8-74-7P
8-74-7P
1-74-2A
9-74-8P
9-75-10A
10-74-4P
11-74-12M
5-75-5P
2-74-10P
7-74-5P
6-74-5P
3-75-9P
10-74-5P
9-75-6P
12-73-9A
4-75-9P
3-75-11P
8-74-12M
11-74-6P
5-74-5P
4-75-12M


M.P. 302.69
M.P. 302.68
M.P. 302.61
M.P. 302.60
Day - 49
Nite - 35
Total - 84
Conn 2 to Blvd.
Conn 2 From Blvd.
Bus

I 5 MP. 302.60 to MP. 302.72
1-1-70 - 9-30-75

12/18/75
*-Trucks


MP. 302.72
10-70-3P
1-71-5P
8-75-9P
3-70-6P
5-71-11P
8-74-9P
11-70-9P
2-72-9P
12-74-6P
7-70-12M
10-70-3P
2-70-11P
11-70-9P
5-73-5P
9-75-9P
5-70-9P
2-70-6A
8-70-5P
1-70-9P
9-74-2P
2-73-12M
1-75-6P
6-72-7P
2-72-2A
3-75-3P
11-70-5P
8-73-6P
11-70-8P
11-70-6P
1-71-5P
3-71-9P
7-71-9P
MP. 302.69
6-72-5A
12-72-11P
BUS
7-70-6P
MP. 302.68
9-74-8A
7-73-7P
1-71-5P
12-74-8P
6-75-5P
7-75-5P
4-74-3P
11-72-8A
6-71-12A
5-71-6P
9-73-8P
8-71-1P
1-74-6P
11-73-6P
1-70-7P
12-70-9P
1-75-12A
6-75-6P
1-74-8A
3-70-2A
12-71-11P
7-71-3P
7-73-1P
12-73-5P
12-74-12A
4-70-9A
2-70-9P
3-71-8A
11-71-8P
7-73-5P
1-71-11P
1-71-10A
10-73-6P
2-75-3P
SUB Ped
7-74-6P
1-72-5P
MP302.61
Day-49

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS

COLLISION DIAGRAM

City of Portland County Multnomah
Intersection of Pacific Hwy and MP. 302.60
Highway Number 1 (I 5) Thru MP 302.72
Period Covered 1-1-70 9-30-75
Compiled by Drawn by Date 12-22-75

LEGEND

■ Person Killed
←---- Pedestrian Killed
○ Person Injured
◁---- Pedestrian Injured
←—— Property Damage Only
Collision – Rear-end
Collision – Head-on
Collision – Sideswipe

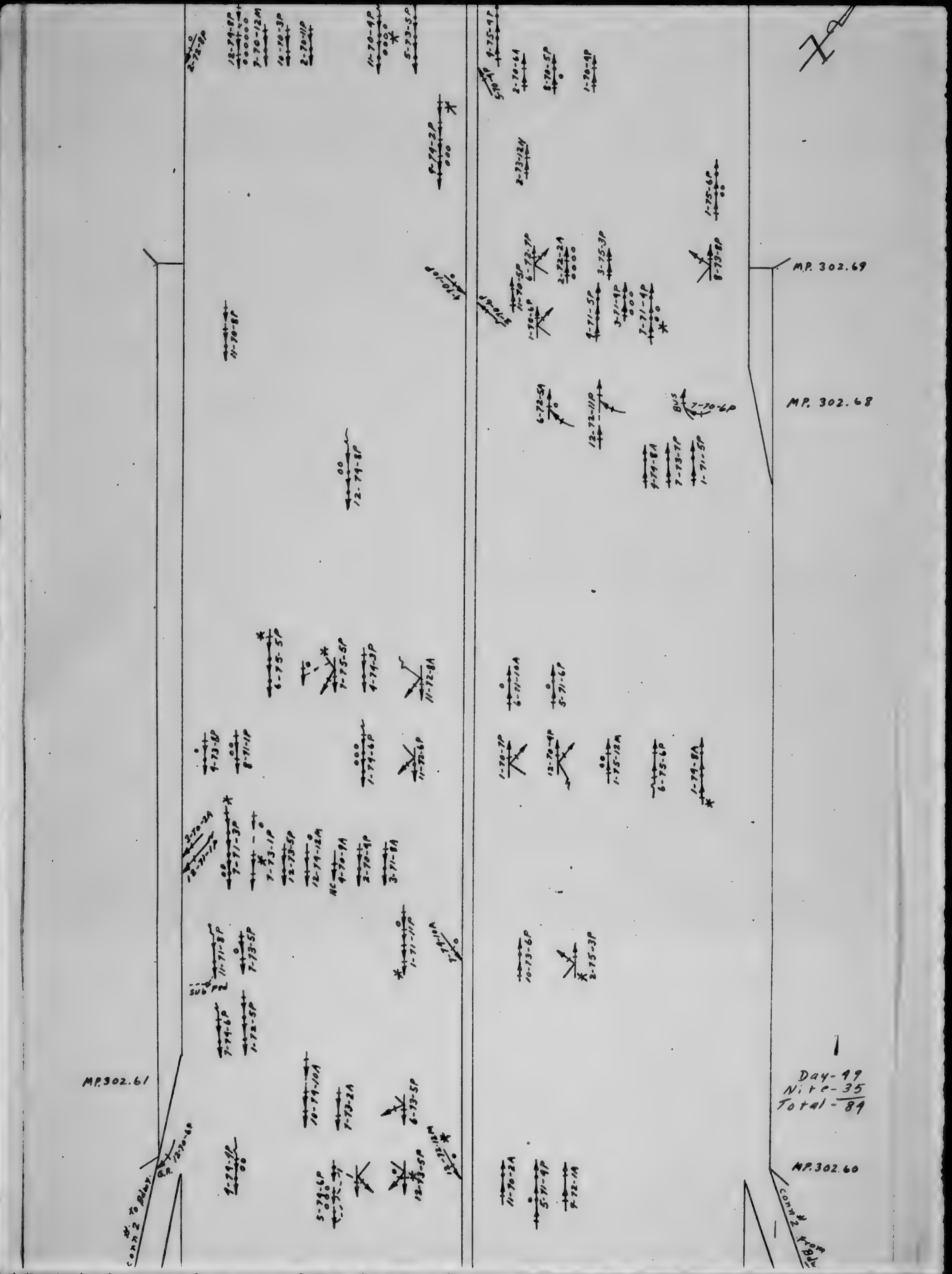
◁---- Path of Pedestrian
←—— Path of Vehicle
←---- Path of Animal
Vehicle Moving
Vehicle Stopped
Vehicle Backing
☐ Properly Parked
Improperly Parked
Vehicle Overturned
Vehicle Skidded

Day- 49
Nite- 35
Total- 84

12- Truck Acc.

Collision Type	1970-1971				1972-1973				1974				9 Mos. 1975				Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle																				
Head-on																				
Rear-end		13	14	27		5	7	12		7	5	12		2	4	6		27	30	57
Sideswipe			3	3		1	5	6		1		1		1	2	3		3	10	13
Turning Movement			1	1		1	1	2										1	2	3
Parking																				
Non-collision			1	1															1	1
Fixed Object		2	5	7		2		2		1		1						5	5	10
Pedestrian																				
Backing																				
Misc.																				
TOTAL		15	24	39		9	13	22		9	5	14		3	6	9		36	48	84

Form E-261-6-70



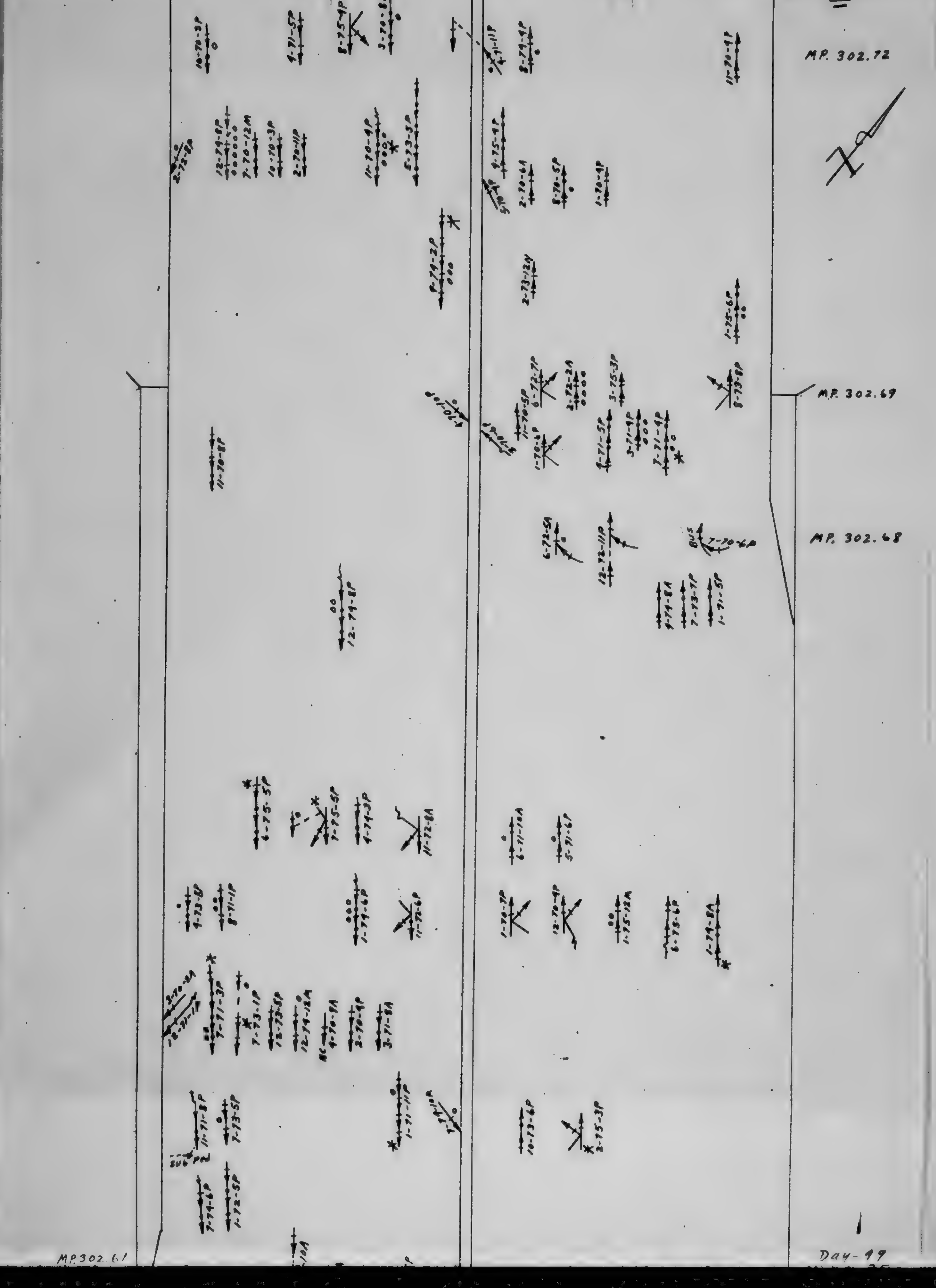
M.P. 302.69
M.P. 302.68
M.P. 302.61
M.P. 302.60
conn #2 to Blvd.
conn #2 from Blvd.
BUS
SUB. Ped

1

Day - 49
Nite - 35
Total - 84

I 5 M.P. 302.60 to M.P. 302.72
1-1-70 – 9-30-75

12/18/75
* - Trucks


M.P. 302.72
10-70-3P
4-71-5P
8-75-4P
3-70-8P
9-71-11P
8-74-4P
11-70-4P
2-75-8P
12-74-8P
7-70-12M
10-70-3P
2-70-11P
11-70-4P
5-73-5P
9-75-4P
2-70-6A
8-70-5P
1-70-4P
9-74-2P
2-73-12N
1-75-6P
6-72-7P
2-72-2A
3-75-3P
8-73-8P
M.P. 302.69
11-70-5P
1-70-1P
4-71-5P
3-71-4P
7-71-4P
11-70-8P
6-72-5A
12-72-11P
Bus
7-70-6P
M.P. 302.68
9-74-8A
7-73-7P
1-71-5P
12-74-8P
6-75-5P
7-75-5P
4-74-3P
11-72-8A
6-71-10A
5-71-6P
4-73-8P
8-71-11P
1-74-6P
11-72-6P
1-70-7P
12-70-4P
1-75-12A
6-75-6P
1-74-8A
3-70-2A
12-71-11P
7-71-3P
7-73-1P
12-73-5P
12-74-12A
4-70-9A
2-70-4P
3-71-8A
11-71-8P
7-73-5P
1-71-11P
7-73-10A
10-73-6P
2-75-3P
Sub PM
7-74-6P
1-72-5P
M.P. 302.61
Day-49

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS

COLLISION DIAGRAM

City of Portland County Multnomah
Intersection of Pacific Hwy. and MP. 302 73
Highway Number 1 (I 5) Thru. MP 303.76
Period Covered 11-15-73 9-30-75
Compiled by Drawn by Date 12-23-75

LEGEND

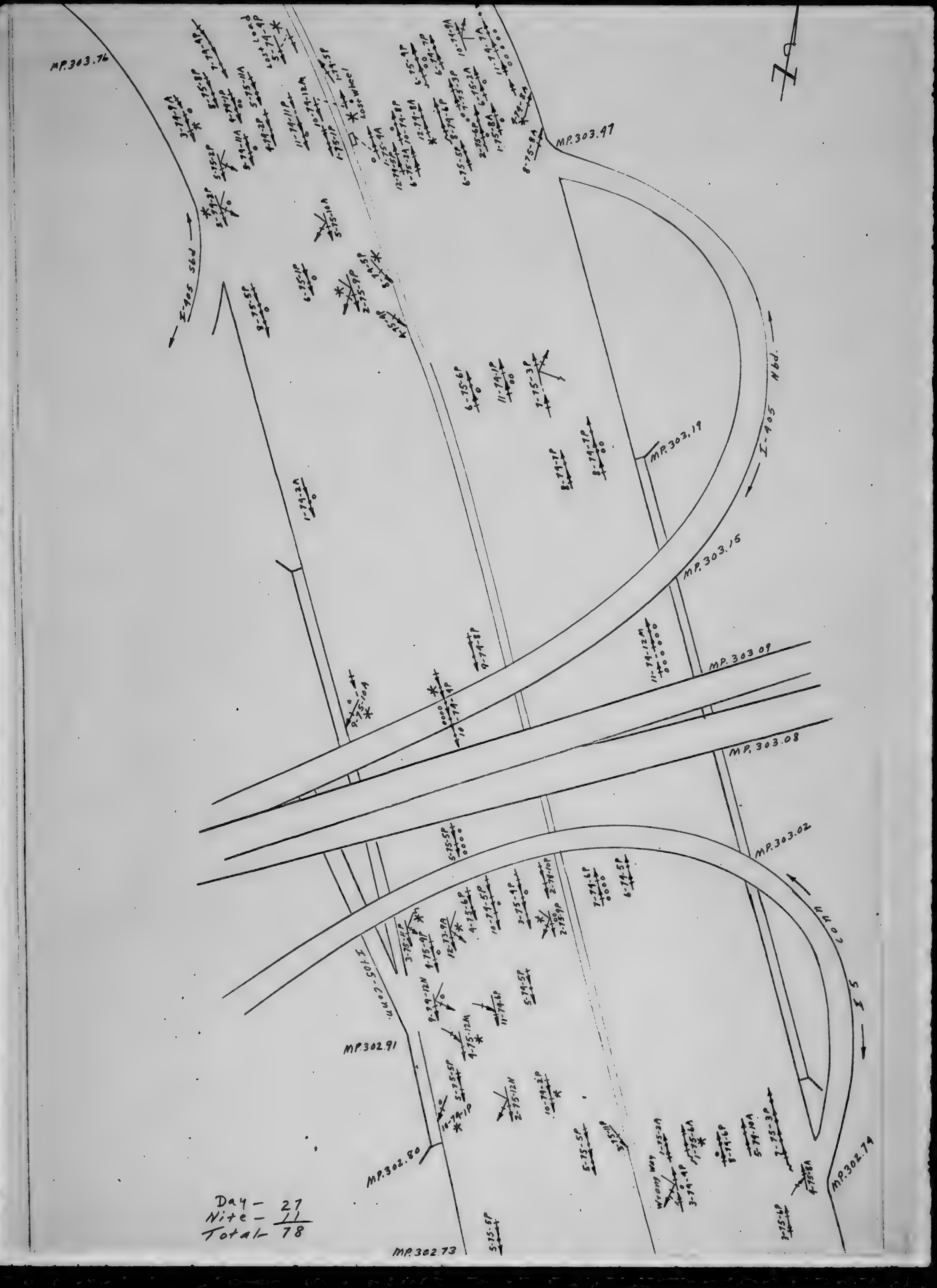
- ● Person Killed
- ←---- Pedestrian Killed
- ○ Person Injured
- ◁---- Pedestrian Injured
- ←—— Property Damage Only
- Collision - Rear-end
- Collision - Head-on
- Collision - Sideswipe

- ◁---- Path of Pedestrian
- ←—— Path of Vehicle
- ←---- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- ▭ Properly Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded

18-Truck Acc.

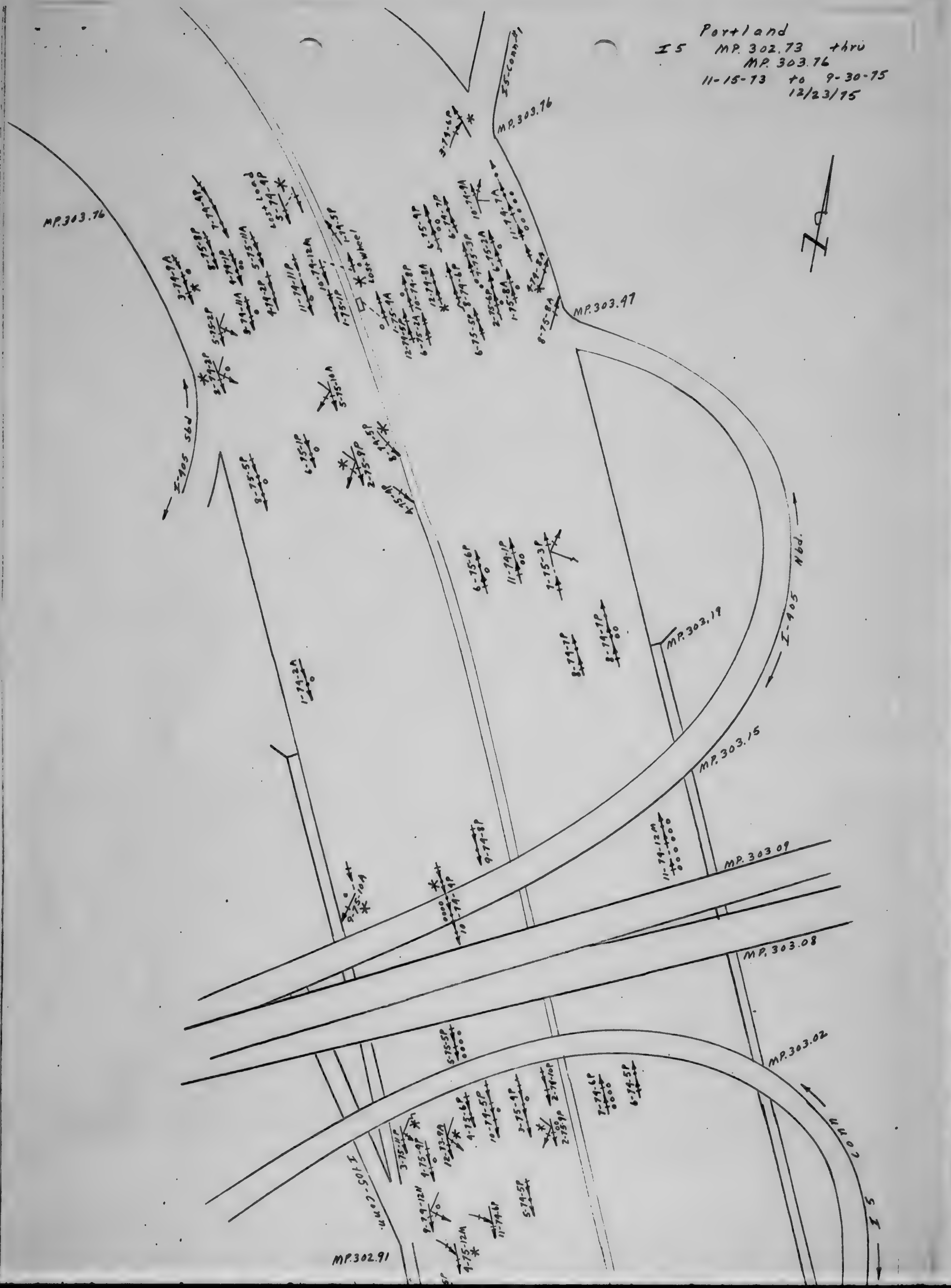
Collision Type	11-15-73 – 12-31-73				1974				9 Mos. 1975								Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle																				
Head-on																				
Rear-end						15	12	27		13	12	25						28	24	52
Sideswipe			1	1		3	1	4		1	6	7						4	8	12
Turning Movement							2	2			2	2							4	4
Parking																				
Non-collision																				
Fixed Object						1	3	4		1	3	4						2	6	8
Pedestrian																				
Backing																				
Misc.						1	1	2										1	1	2
TOTAL			1	1		20	19	39		15	23	38						35	43	78

Form E-261-6-70


MP.303.76
MP.303.47
MP.303.19
MP.303.15
MP.303.09
MP.303.08
MP.303.02
MP.302.91
MP.302.80
MP.302.74
MP.302.73
I-405 Sbd
I-405 Nbd.
I-405 Conn
I-5 Conn
N
Lost Load
Lost Wheel
Wrong Way

Day - 27
Nite - 11
Total 78

Portland
I 5 MP. 302.73 thru
MP. 303.76
11-15-73 to 9-30-75
12/23/75



I5-Conn.
MP. 303.76
MP. 303.76
MP. 303.47
I-405 Sbd
Lost Load
Lost Wheel
MP. 303.19
I-405 Nbd.
MP. 303.15
MP. 303.09
MP. 303.08
MP. 303.02
I-405-Conn.
I-5 Conn
MP. 302.91

9729

5

FORM 81-734-3050

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

SALEM, OREGON

November 4, 1975

FILE:

FROM: L. W. Rulien
Project Management Engineer

TO: R. N. Bothman
Assistant State Highway Engineer
METRO

SUBJECT: Urban System Project Request
Greeley to Interstate 5
at East Fremont Intchge.
City of Portland

By letter of July 30, 1975 the City of Portland submitted to you a project request form and environmental assessment form for an urban system project which would connect Greeley Street to I-5 at the East Fremont Interchange.

The Highway Division has concluded a review of the proposal with particular regard to impacts on the Interstate Freeway complex in this area. There is no question but that the adequacy of the Interstate Freeways are basic to a good transportation system and the operational characteristics of the Interstate System are of prime concern to the State. These freeway facilities are important not only to local and regional transportation but also statewide, and in the case of I-5, vital to transportation on the West Coast. Our review of the proposal leads to the conclusion that the addition of ramp connections at I-5 in the vicinity of the East Fremont Interchange as contained in the proposal will have detrimental operational impacts on the freeway involving capacity, safety, signing, and weaving.

The adverse effects of the proposed project on I-5 are unacceptable. Will you please advise the City that their application for this project will not be approved. Attached for your information are reports from our Design staff that have been prepared after discussion with our Planning people and our Traffic Engineer.

LWR:ljt

Att.

cc: F. B. Klaboe
E. S. Hunter
J. H. Versteeg
E. L. Hardt, Region 1

NOTED
R. L. SCHROEDER

Schroeder

RECEIVED
NOV 5 1975
Office of
Assistant State Highway Engineer

NOTED
F. B. KLABOE

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
September 23, 1975

adOlson

FROM: A. D. Olson
Preliminary Design Engineer

TO: E. S. Hunter
Deputy State Highway Engineer

SUBJECT: Proposed FAUS Project
Greeley Extension to I-5
(East Fremont Interchange)
N. Greeley Avenue
City of Portland

A project request has been submitted by the City of Portland proposing connections to the East Fremont Interchange from North Greeley Street. This would be a Federal Aid Urban System project. The estimated cost is indicated as $3,240,000.

A review of the preliminary environmental assessment indicates that the stated purpose of the project is to reduce truck traffic on Going Street (in order to reduce noise), and to increase roadway capacity to the Swan Island Industrial Park.

The original reason for the requested ramps was to reduce the noise on Going Street. Noise measurements on Going Street indicate 76-80 dBA (L_{10}) at 35 feet from traffic between 8 PM and 6 AM. No measurements were available for daytime hours. Noise would calculate at 84-85 dBA (L_{10}). Assuming 70 percent of the trucks would be diverted from Going Street to the new ramps the noise level would be reduced 5-6 dBA or there would be 70-74 dBA (L_{10}) at night and 79-80 dBA (L_{10}) in the daytime with todays traffic. If the 70 dBA (L_{10}) guideline suggested by FHWA is considered appropriate, then the project does not meet these goals. To put the measurements in perspective a 3 dBA change in noise is classed as hardly perceptable and a 5 dBA change is readily noticeable, however, a 10 to 15 dBA reduction is necessary to meet minimum Federal guidelines. This would require that practically all of the trucks would need to be removed from Going Street or some extensive noise attenuation would need to be provided if Going Street is to meet minimum Federal guidelines.

The second reason given for the ramps is to increase roadway capacity to Swan Island Industrial Park. A review of traffic projections and discussions with Planning personnel indicate that I-5 does not have the capacity to accommodate the projected increased traffic from Swan Island and it is doubtful that implementation of I-205 and an I-5 busway project will provide sufficient relief to change this. Currently the freeway is operating at Level of Service E in this area with "F" expected within four years.

If the proposed ramps are constructed a substantial weave conflict will occur between slow moving trucks on the on-ramp with higher speed vehicles on the freeway. This has a very real accident potential, is contrary to the current national emphasis on traffic safety and has met resistance from all those involved in technical design review. It is extremely doubtful if FHWA approval can be obtained through normal channels or other methods because of the safety aspects. This will need approval at the Washington, D.C. level since this is a completed section of the Interstate.

It would appear that the existing Going Street access could provide all of the roadway capacity that the freeway can handle without the potential conflicts posed by the requested ramps.

While there are no plans for ultimate construction of a facility to the east of the East Fremont Interchange which would use the stubbed ramps and the right of way purchased for the full interchange it should be noted that construction of the requested ramps will preclude future directional connections to the east. The proposed Mini Park project should be revised accordingly and excess right of way should be sold or disposed of in an appropriate manner if the requested ramps are constructed.

The cost of the project would divide out to approximately $30,000 for each of the 31 single family dwellings and 71 apartment units which abut or are in direct line of Going Street, would provide little reduction in noise and would have questionable value to the road user.

The requested project will not reduce noise on Going Street to an acceptable level, the ability of I-5 to accommodate the increased capacity is questionable, the potentially slow moving on-ramp traffic would constitute a hazard and the option of future connections to the east would be cancelled.

From the data available this project would not be an acceptable solution to the problem.

ADO:we

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
September 16, 1975

FROM: . H. Versteeg
Road Design Engineer

SUBJECT: North Greeley
Pacific Highway I-5
FAUS Project

TO: E. S. Hunter
Deputy State Highway Engineer

RECEIVED
STATE HWY ENGR
SEP 23 '75
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

I have reviewed the City of Portland's request to initiate the Greeley Street extension to I-5 in the East Fremont Interchange and have the following comments.

The design for the section of I-5 through the East Fremont Interchange was approved in July 1961. Projected traffic for the 1975 design year was 50,000 ADT. This traffic projection was made based on having the I-205 Freeway constructed along the 39th Avenue route in east Portland.

Currently the section is carrying 86,000 vehicles a day, projected traffic in 1990 is 94,000 with I-205 completed and 102,000 ADT without an I-205 Freeway. This section of I-5 is operating at level of service "E" (unstable flow, momentary stoppages) due to lane capacity. In four years (at 5% yearly increase) this will be at level of service "F" (forced flow, many stoppages) due to lane capacity or, in the northbound direction, due to weave problems if there is any increase in weaving volumes.

The design for the East Fremont Interchange Section was approved in May of 1967. Design criteria for weave lengths, ramp locations, etc., was based on limited experience with pre-1960 freeway operations.

Weaving lengths used in 1975 for given volumes of traffic are three times the values used in the 1960-1965 era. Operational experience has shown that the design criteria weave length and ramp placements used in the 1965 design are unsatisfactory causing congestion and reduced capacity.

Mr. John Hanks of the Planning Section in his letter of April 4, 1975, had the following comments. "The addition of the proposed Greeley Avenue Ramps is expected to reduce the level of service to "E" (unstable flow) due to the increased number of weaving maneuvers. Any future increase in peak-hour volume on the Greeley Avenue or Fremont Bridge ramps is likely to result in a bottleneck section creating PM periods of stop-and-go traffic. The slower speed of trucks merging in the auxiliary freeway lane with high speed traffic creates a hazardous accident potential during off-peak periods."

L. E. George, Traffic Engineer, in his letter of February 28, 1975, states, "The proposal would result in a new exit from the freeway approximately 700 feet from an existing exit. Although it would be possible to sign for the new exit, it would be difficult and is not recommended. The substandard distance between the two exits would not allow for proper advance signing of the second exit and would not allow any supplemental guide signs (such as SWAN ISLAND NEXT RIGHT).

"There are also several other problems involved in this proposal:

"1. The northbound exit to the Fremont Bridge will be reduced from two lanes to one lane.

"2. The proposed ramps will increase traffic on the freeway and result in additional weaving movements on a section of the freeway where there is already a problem with weaving.

"3. The proposed southbound entrance, which will be used as a truck route, involves an upgrade approach to the freeway. This will result in trucks entering the freeway at very low speeds.

"4. The proposal includes an at-grade intersection of Mississippi Avenue with the proposed freeway ramps, which is potential safety hazard.

"In summary, it appears that this proposal is not desirable from a traffic operations and safety standpoint."

A letter from the Road Design Section dated April 14, 1975, contains the following statement.

"The Greeley connections to I-5 would create additional congestion and weaving problems, reduce capacity of the freeway, lower the level of service and will significantly increase vehicle accidents in this section of I-5."

Informal discussions with the FHWA indicate their attitude toward the Greeley ramp connections to I-5 is as follows:

1. The approval of the 1967 design for the East Fremont Interchange having connections for service to the east is considered a completed design for the East Fremont Interchange.

2. The Greeley connections to I-5 are considered new accesses to the Interstate freeway. The local office would recommend against permitting connections if formally presented to them. They feel sure the Washington office would do likewise based on the recommendation of the local FHWA office.

3. Highway safety and increased capacity on the freeway systems are two very important areas of concern to the FHWA. The connection of the proposed Greeley ramp to I-5 would adversely affect the highway safety and capacity of the section/freeway.

It has been suggested that when I-205 is complete in 1982 that the traffic volume demands will decrease on this section of I-5. A more realistic appraisal, because of the location of I-205 and the question of when it may ultimately be completed, is that traffic demands on this section of I-5 for the foreseeable future will exceed those of 1975.

As I-5 (with I-405) is the only north/south transportation corridor crossing the Columbia River within a reasonable distance of Portland, its capacity to provide service must be carefully protected. The regional and interregional importance of this facility must be recognized and it should not be compromised to resolve a local traffic problem.

Based on our review of the proposed Greeley ramp connections to I-5 we would have to recommend against this proposal. Operationally there is just no way that the truck traffic from the proposed Greeley ramps can be safely added to the existing traffic on I-5 - congestion and increased accident rates would be inevitable.

JHV:jh

F.H.C.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
September 2, 1975

FILE: PRO 4

FROM: JON ROSE Jon Rose
Regional Federal Aid Engineer

SUBJECT: N. Greeley-I-5
FAUS Project

TO: GEORGE N. HOPKINS
Program Development Engineer

Ed— It appears very doubtful that East Fremont Interchange & existing complications can stand additional exits and entrances. Before pursuing this request an analysis should be written up and correspondence undertaken with City. Charlie
Larry

Here is a project request submitted by the City of Portland proposing connections to the East Fremont Interchange from N. Greeley Street. This project has been studied in some depth as a remedy for some of the access problems at Swan Island and has the prior approval of the City Council. CRAG includes this as part of the Transportation Improvement Program which was adopted August 28, and the Highway Division has indicated a willingness to cooperate in the project.

The Environmental Assessment mentioned in the City's cover letter was submitted earlier and has been reviewed by the Metro Section Environmentalist, Jef Kaiser. The request form is actually a re-submittal, the original having been returned to the City for correction of several discrepancies. This package is now forwarded for further processing.

RECEIVED
SEP - 9 1975
ROAD DESIGN SECTION
1 Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout
Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

JR/b
att

RECEIVED
COUNTY & CITY SECTION
SEP 3 - 1975
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ■ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

PROJECT MANAGEMENT SECTION
SEP - 3 1975

ROUTING	ACTION	INFO
P.M. ENGINEER		
PROG. DEV. ENGR.		
OFFICE ENGR.		
COUNTY-CITY		
FEDERAL AID		
INVENTORY-NEEDS		
MILEAGE CONTROL		
PROG. & SCHEDULE		

REMARKS:

RECEIVED
STATE HWY ENGR
SEP 8 '75
REFER TO Versteeg
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Investigate and write report.

Rev. 6/5/75

OE RE RME RCE FAE
TE RECEIVED RSM
UE SEP 04 1975 RSC
SO REGION I RBI
ENV LOC

FEDERAL AID URBAN SYSTEM PROJECT REQUEST

NOTE: This form is intended to collect general information for proposed projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

Applicant Agency City of Portland **Date** August 26, 1975
Federal Aid System Route No. 0895 **Route Name** N. Greeley Avenue
Project Name Greeley to I-5 Ramps
Project Length approx. 2000 feet **Project Location (Attach sketch map)**
Project Description Develop a north and southbound ramp connection between I-5 and N. Greeley Avenue at the East Fremont Bridge Interchange. Project would extend from intersection of N. Greeley Avenue and Interstate Avenue to I-5. Also, a grade separation may occur where the proposed ramps intersect with N. Mississippi Avenue at about N. Russell Street. Estimated project cost $3.24 million.

Average Daily Traffic (Greeley) 8,386 **Design Speed** 40 mph

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch) Greeley Avenue

Width 56' **Travel Lanes** Four **Shoulders** 6' west, 8' east
Medians NO **Parking** 8' east side
Sidewalks NO
Other

2. Desired Roadway Cross Section: (Attach sketch)

Width **Travel Lanes** **Shoulders**
Medians **Parking**
Curbed **Length Curb Radii**
Sidewalk/Bikeway
Other Ramp cross sections to be determined during preliminary engineering

FOOTNOTES:

Description of Proposed Roadway Work Construct connection from N. Greeley Avenue to new ramps connecting to I-5. Existing roadway on Greeley will not be altered. Revision to N. Mississippi Ave. may be required at intersection with proposed ramps.

II. RIGHT-OF-WAY DATA

1. **Existing Right-of-Way:**

General Width 70' (Greeley) Minimum 70' Maximum 72'

2. Will Additional Right-of-Way Be Needed? No Explain Existing Greeley Avenue will not be widened, and OSHD controls R/W under E. Fremont Interchange. Some public street R/W might be required.

3. Will cost of additional right-of-way be included in project or will applicant acquire without cost to project? N.A.

4. Will applicant acquire right-of-way and have State review negotiations? Yes____ No____ N.A.

5. Should State negotiate and acquire right-of-way in behalf of applicant? N.A.

6. Should State prepare options? Yes____ No____ N.A.

7. Is a public hearing necessary? Yes

   (NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

8. Will there be any persons displaced from their homes, farms or business? NO If so, explain

   (NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

9. Will this project affect any park or recreation facility? NO If so, explain

III. TRAFFIC CONTROL DATA

1. **Existing Signalization:**

Automatic signal at intersection of N. Greeley Avenue and Interstate Ave.

2. **Proposed Signalization:**

Location Same as existing

Type

Phases

Type of Suspension

Interconnected

Other

FOOTNOTES:

3. **Permanent Signing:**

   Include in project or by applicant? Include in project

4. **Permanent Striping:**

   Include in project or by applicant? Include in project

IV. ILLUMINATION DATA

1. **Present Illumination and Location:**

   400 Watt Mercury Vapor on wood poles with overhead wiring on Greeley Ave.

2. **Proposed Illumination:**

   Location On ramp approaches and structures

   Type Complimentary to existing E. Fremont Interchange lighting

V. STRUCTURE DATA

1. **Existing Structure:** None

   Location

   Type

   Size

   To Remain in Place?

2. **Proposed Structure:**

   Location New ramps leaving grade near intersection of Greeley Avenue and Interstate Avenue and connecting to I-5 at about N. Russell Street.

   Is a particular type of structure and design desired? Complimentary to existing E. Fremont Interchange structures.

Approximate size of proposed structure 2000' long

Are sidewalk/bikeways desired? NO

Are any utilities to be attached to structure? As appropriate

FOOTNOTES:

Are provisions for illumination desired? Yes

Are there any unusual or complicating conditions? NO

VI. RAILROAD DATA None

1. Are there any railroad crossings? Location

   Type of existing crossing
   Existing crossing protection

   Name of Railroad
   Number of Tracks: Mainline Siding Total
   Angle of Intersection
   Sight Distance: (Direction) Distance
   (Direction) Distance
   Number of Trains: Passenger Speed
   Freight Speed

2. Will existing railroad crossing be altered?

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed on pages 51 and 52 of the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — Public Works - contact Glen Pierce
   Office
2. Environmental — Public Works - contact Glen Pierce
   Office
3. Public Hearing — Public Works - contact Glen Pierce
   Office

REMARKS: Office of Public Works Administrator
400 S.W. 6th Avenue
Portland, OR 97204
Attn: Glen Pierce

VIII. GENERAL INFORMATION

1. Other work or conditions not covered by preceding sections

2. Does the applicant desire to perform the project preliminary engineering?
Yes ______ No X

Does the applicant desire to perform the project construction engineering?
Yes ______ No X

(NOTE: Utilization of local forces to perform preliminary and construction engineering requires the prior approval of the State and Federal Highway Administration. In all instances, State will prepare final plans, advertise, and award project contracts.)

3. Applicant's Estimate of Cost for Requested Project:

Roadway Work	$
Right-of-Way Costs (if participating)	
Traffic Control	
Illumination	
Structures	
Railroad	3,000,000
Other	
Preliminary Engineering	240,000
PROJECT TOTAL	$ 3,240,000

FOOTNOTES:

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

City of Portland, Oregon and/or ______ County

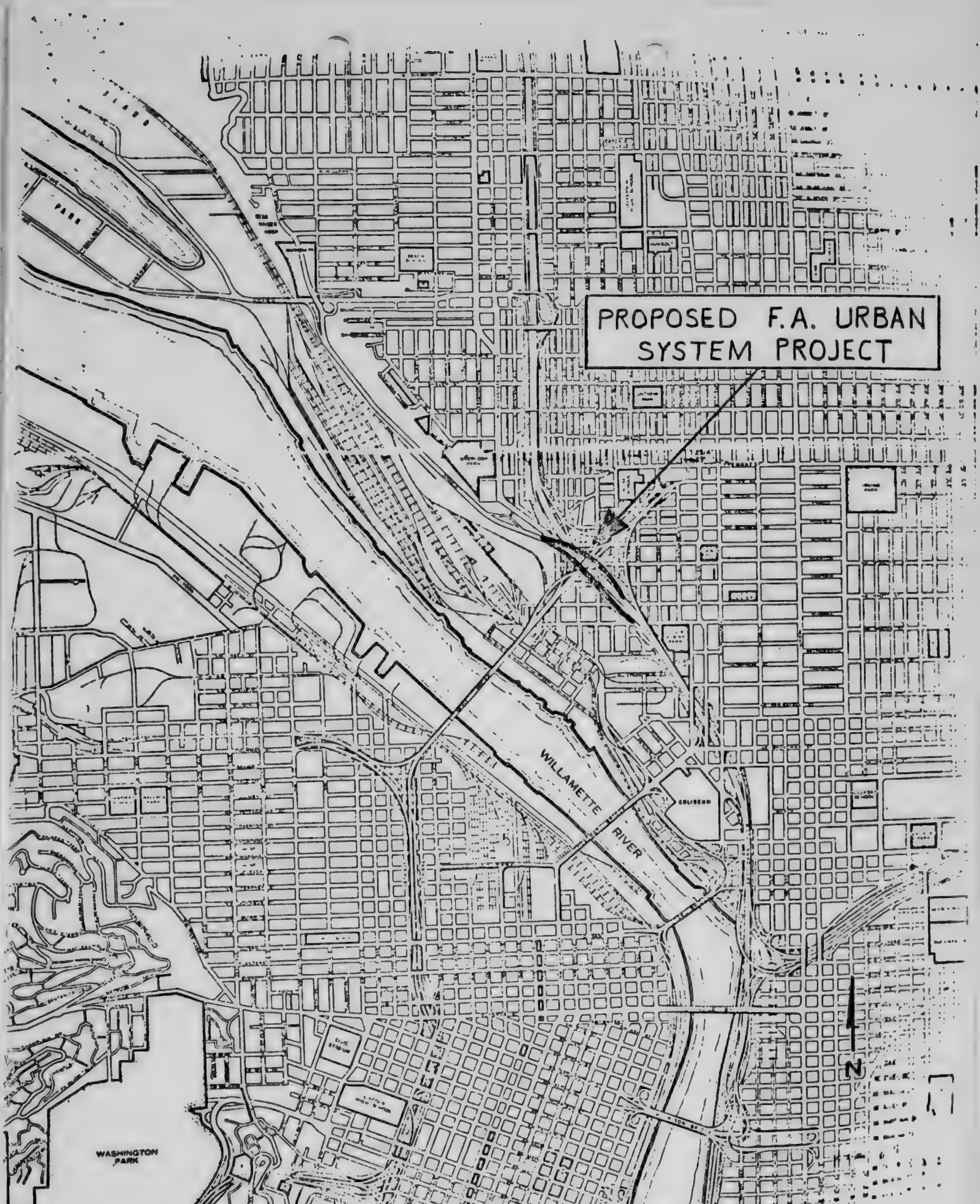
By ______ City Engineer

By ______ Commissioner of Public Works

By ______

By ______

By ______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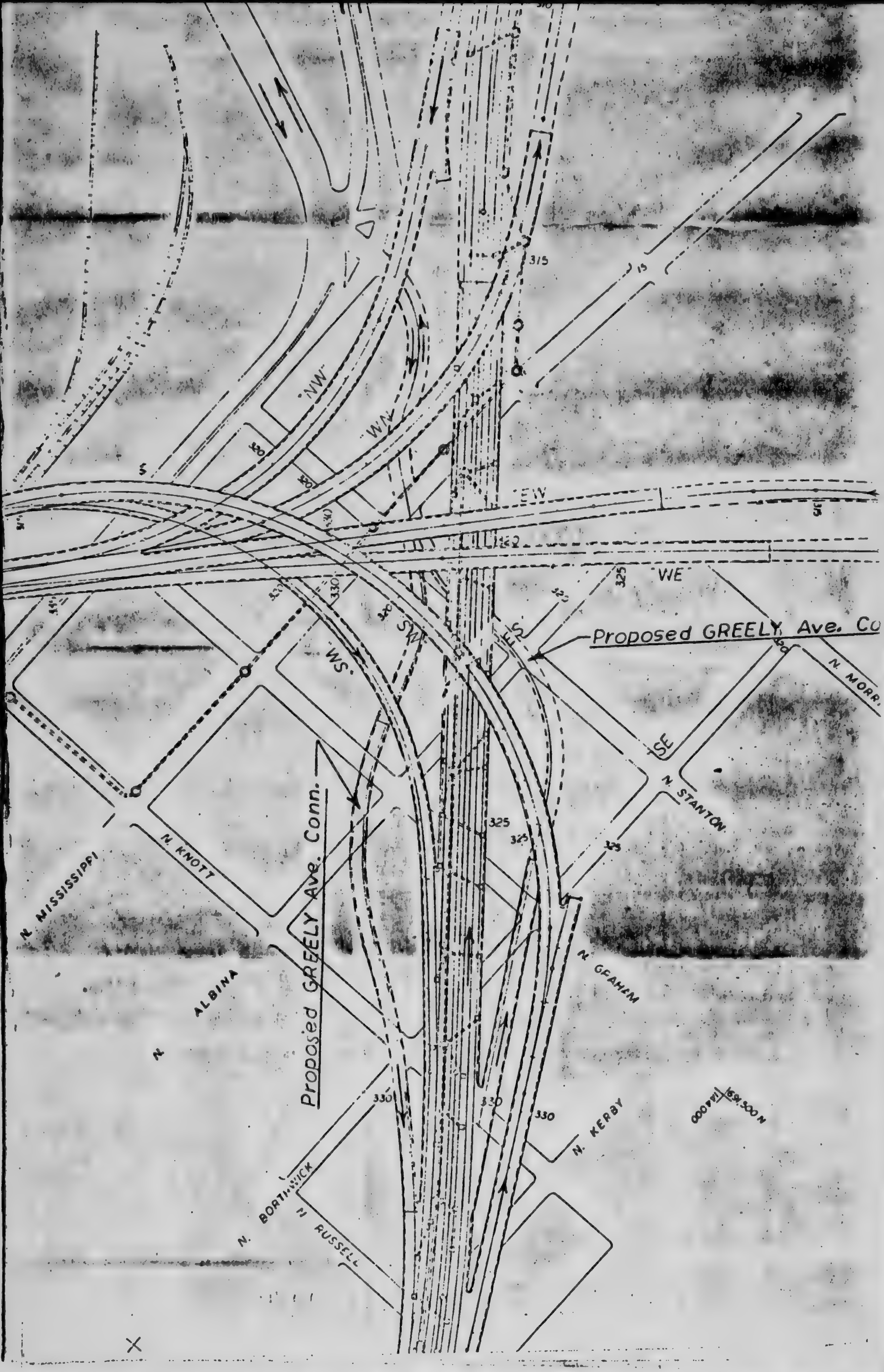
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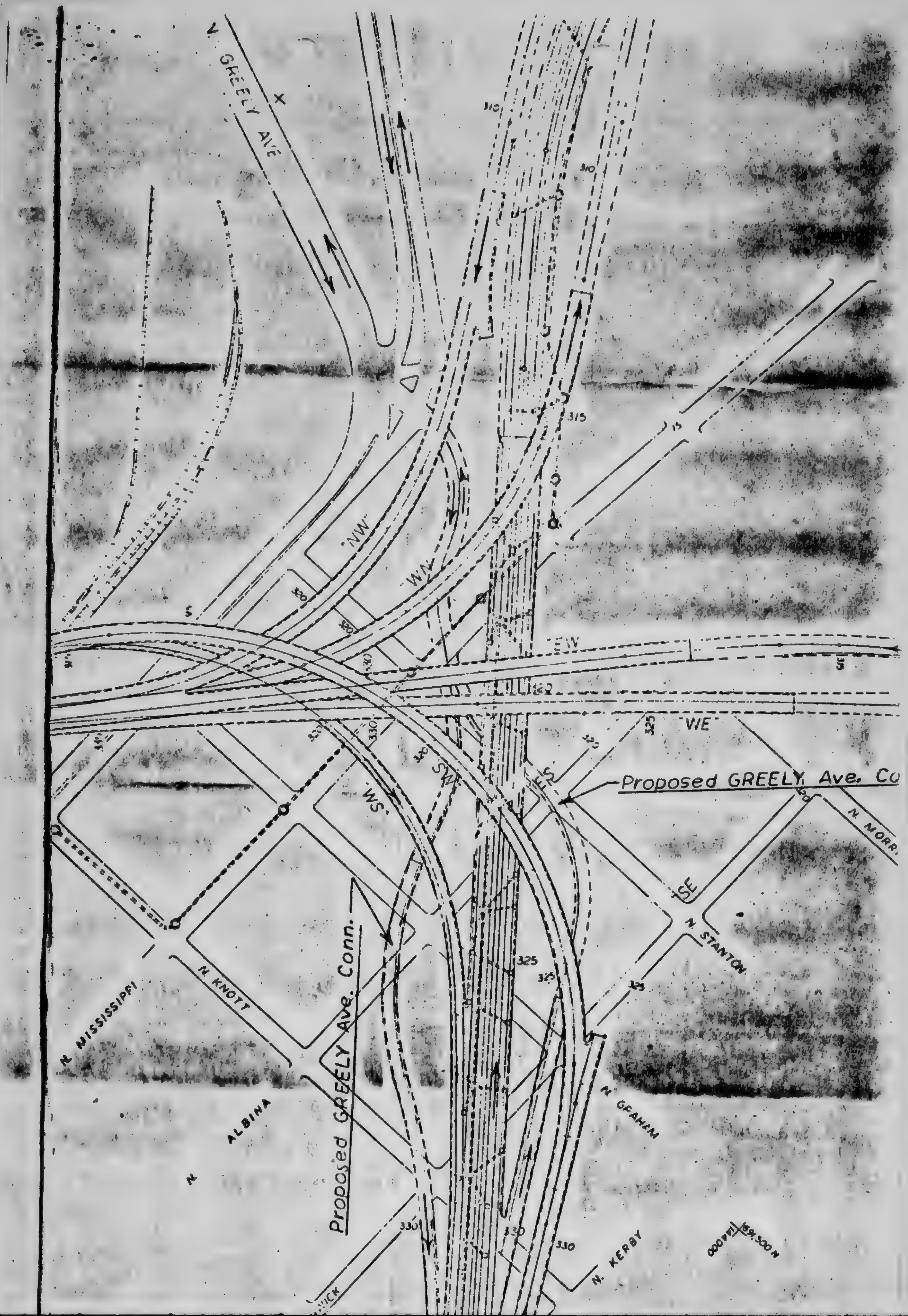
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PREF 74-5
FILE 120

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC WORKS

CONNIE McCREADY
COMMISSIONER

OFFICE OF
PUBLIC WORKS
ADMINISTRATOR

400 S.W. SIXTH AVE.
PORTLAND, OR. 97204

July 30, 1975

Robert N. Bothman
Metropolitan Engineer
Oregon State Highway Division
5821 NE Glisan Street
Portland, OR 97213

Dear Mr. Bothman:

By this letter we are requesting the initiation of the Greeley Street Extension to I-5 project. In this regard, we have enclosed a Project Request form and a Project Environmental Assessment.

This project has the prior approval of the City Council and is included in the FY 76 Annual Element of the Regional Transportation Improvement Program.

We would appreciate your consideration of this project request at your earliest convenience. Please contact Glen Pierce, phone 248-4643, if we may provide additional information or assistance.

Sincerely,

COWLES MALLORY
City Engineer

GRP:kp

Encl.

cc: Commissioner McCready
Bill Dirker
Gary Stout
Don Bergstrom

☐ ☐ ☐ ☐ DE ☐ DE
METROPOLITAN ENGINEER
JUL 31 1975
☐ ☐ ☐ LS ☐ FILE ☐ IA

NOTED
LEON SAGE

7-1

5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
September 2, 1975
Salem, Oregon 97310

FILE:

FROM: Gary A. Potter, Manager
Environmental Section

ORIGINAL SIGNED BY
GARY A. POTTER

SUBJECT: Environmental Assessments for: Greeley Ave./I-5 Connection and N. Basin/N. Going Grade Separation.

TO: Bob Bothman
Metropolitan Engineer

76 H

The Environmental Section has completed its review of the subject assessments and has forewarded specific comments to Jef Kaiser. The purpose of this letter is to raise several preliminary questions regarding the ultimate categorization and scope of environmental studies on the projects prior to revamping the assessments.

First, both projects appear to be closely related in terms of traffic function and their relationship to the phasing of future development on Swam Island. This interrelatedness appears to call for assessing both projects in one document. Second, although the direct physical impact of the projects is apparently small, the substantial change in traffic patterns and the associated impacts on noise, air quality, traffic safety and areawide economic growth and land development suggests secondary impacts of significant proportions, perhaps calling for an EIS.

Perhaps the ultimate assessment could address these concerns more fully. Finally, it is noted that the viability of the Greeley Ave./I-5 connection is predicated on severing access to the ramps from N. Mississippi and N. Interstate Avenues. In addition, the letter appended to the Greeley Ave./I-5 connection assessment appears to cast doubt on the advisability of connecting a southbound ramp to I-5.

I recommend re-examination and draft of the assessments in order to more fully address the above points.

GAP:CG:ss

cc: R. L. Schroeder

Copy To Royer
9-3-75

NOTED
R. L. SCHROEDER

9729

5

STATE OF OREGON
1859

DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

ROBERT W. STRAUB
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

August 28, 1975

Hon. Clay Myers
Secretary of State
121 State Capitol
Salem, OR 97310

Attention: Ione Hanson

copy
1977

Greeley Ave

NOTED

Dear Mr. Myers:

Attached are 680 copies of Addendum No. 1 to the September 1, 1975, issue of the Administrative Rules Bulletin.

This Addendum is the notice of a hearing concerning the adoption of a permanent rule by the Transportation Commission of a truck route which would route Swan Island truck traffic from and to I-5 south through the Broadway-Weidler Interchange in Portland during the hours of 11 p.m. to 6 a.m.

It is my understanding that this Addendum can be attached to the September 1 Administrative Rules Bulletin.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD
C. W. Head
COMMISSION SERVICES

Att.

cc
F. B. Klaboe
E. S. Hunter
Robert Schroeder
Walt Barrie
R. N. Bothman
Gary Sund
Russ Graham
Workmen's Compensation Board

NOTED
F. B. KLABOE

RECEIVED
STATE HWY ENGR
AUG 28 '75
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

8-27-75

ADDENDUM NO. 1 TO OREGON ADMINISTRATIVE RULES BULLETIN
OF SEPTEMBER 1, 1975

BEFORE THE OREGON TRANSPORTATION COMMISSION
OF THE STATE OF OREGON

In the matter of the adoption of a rule establishing a truck route between Swan Island Industrial Park and the I-5 Freeway during nighttime hours)	NOTICE OF PROPOSED ADOPTION OF TRUCK ROUTE RULE

1. On September 10, 1975, at 7:30 p.m., a public hearing will be held in the Weyerhaeuser Room, Memorial Coliseum, Portland, to consider the permanent adoption by the Oregon Transportation Commission of a proposed rule as follows:

> Establishment of a truck route which would route Swan Island truck traffic from and to I-5 south through the Broadway-Weidler Interchange in Portland during the hours of 11 p.m. to 6 a.m. The route would utilize N. E. Broadway, N. Interstate Avenue (ORE99E), N. Greeley Avenue and N. Going Street. Approval subject to the provision that the City of Portland will bear the cost of signing, traffic control, lane revisions, curb revisions at 90-degree turns and street improvements necessary to reduce hazards on the truck route.

2. Among the issues to be considered at the hearing are (a) whether a truck route should be established in the proposed location; (b) whether the proposed time period or the truck route are appropriate; and (c) whether limiting the truck route to southerly oriented traffic is desirable.

3. Interested persons may present their data, views or arguments either orally or in writing at the hearing.

4. The Director of the Department of Transportation has designated R. N. Bothman to preside over and conduct the hearing.

Dated August 27, 1975.

C. W. Head

C. W. Head, Commission Services

August 22, 1975

Mr. Simon G. Stanich
730 S.W. First Ave.
Portland, OR 97204

Dear Mr. Stanich:

This is in reply to your recent letter concerning the Swan Island truck route in the City of Portland. The Commission at its meeting on August 27, 1975, will consider this truck route as a proposed rule under the Administrative Procedures Act.

It is proposed that a formal hearing will be held in September in Portland to give the public an opportunity to present their views regarding the proposed rule (truck route). We will notify you when the hearing will be held. After the public hearing the Commission will study the hearing transcript and will make a final decision at a following Commission meeting.

The Commission will convene their meeting at 10 a.m., Wednesday, August 27 in Room 122, State Highway Building in Salem. If you wish to be present when the Commission discusses this matter, you are welcome to attend the meeting.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:rw:ser

bc George Baldwin
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
Walt Barrie
R. N. Bothman

August 22, 1975

Mr. Bruce D. Tiffany, Innkeeper
Holiday Inn of Portland
10 North Weidler St.
Portland, OR 97227

Dear Mr. Tiffany:

This is in reply to your recent letter concerning the Swan Island truck route in the City of Portland. The Commission at its meeting on August 27, 1975, will consider this truck route as a proposed rule under the Administrative Procedures Act.

It is proposed that a formal hearing will be held in September in Portland to give the public an opportunity to present their views regarding the proposed rule (truck route). We will notify you when the hearing will be held. After the public hearing the Commission will study the hearing transcript and will make a final decision at a following Commission meeting.

The Commission will convene their meeting at 10 a.m., Wednesday, August 27 in Room 122, State Highway Building in Salem. If you wish to be present when the Commission discusses this matter, you are welcome to attend the meeting.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:rw:ser

bc George Baldwin
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
Walt Barrie
R. N. Bothman

OREGON
TRUCKING ASSOCIATIONS, Inc.
233-7673 [illegible] PORTLAND, OREGON 97232
Suite 400 - 1500 NE Irving St.

DIRECTOR'S FILE

August 6, 1975

Mr. Glenn Jackson, Chairman
Oregon Transportation Commission
State Highway Building
Salem, Oregon 97310

Dear Glenn:

I am sure that you are aware that the Portland City Council has again approved an ordinance that would prohibit truck traffic on N. Going Street between the hours of 11 p. m. and 6 a. m., and that as a result, truck movements both in-bound and out-bound from Swan Island will be forced to use North Greeley, Interstate Avenue and the Memorial Coliseum I-5 ramps.

The problems of safety and traffic conjestion still exist and for this reason the Oregon Trucking Association's respectfully request that full consideration be given by the Commission and that this office and the carriers involved be given the opportunity to explain their concern for the safety of other users and equipment.

I would also want you to know that in an effort to cooperate, I did present a compromise to the Swan Island Task Force, but to no avail. Our proposal was as follows:

1. That the proposed truck route be held in abeyance until the necessary street reallignments were completed, and;

2. That in-bound trucks, those coming from the south and east be excluded because of the difficulty in negotiating the necessary turns on Williams Avenue, East Broadway and Interstate Avenue, together with the fact that in-bound trucks will enter Swan Island down hill on Going Street and for that reason would not cause a noise problem.

Even with the compromise, we again call to your attention, that a very serious traffic hazard will take effect with the use of long combinations attempting to negotiate the proposed route which requires many lane changes. For these reasons we ask that if this matter is to be recon-

NOTED
JACK GRAHAM

sidered by the Commission, we [illegible] given the opportunity to explain the problems involved to the new Commissioners.

Best personal regards,

Bob

Robert R. Knipe
President

llw

6/5/75
7727

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UE SEP 04 1975 RS
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ENV LO

FEDERAL AID URBAN SYSTEM PROJECT REQUEST

NOTE: This form is intended to collect general information for proposed projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

Applicant Agency City of Portland Date August 26, 1975
Federal Aid System Route No. 0895 Route Name N. Greeley Avenue
Project Name Greeley to I-5 Ramps
Project Length approx. 2000 feet Project Location (Attach sketch map)
Project Description Develop a north and southbound ramp connection between I-5 and N. Greeley Avenue at the East Fremont Bridge Interchange. Project would extend from intersection of N. Greeley Avenue and Interstate Avenue to I-5. Also, a grade separation may occur where the proposed ramps intersect with N. Mississippi Avenue at about N. Russell Street. Estimated project cost $3.24 million.

Average Daily Traffic (Greeley) 8,386 Design Speed 40 mph

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch) Greeley Avenue

Width 56' Travel Lanes Four Shoulders 6' west, 8' east
Medians NO Parking 8' east side
Sidewalks NO
Other

2. Desired Roadway Cross Section: (Attach sketch)

Width Travel Lanes Shoulders
Medians Parking
Curbed Length Curb Radii
Sidewalk/Bikeway
Other Ramp cross sections to be determined during preliminary engineering

FOOTNOTES:

Description of Proposed Roadway Work Construct connection from N. Greeley Avenue to new ramps connecting to I-5. Existing roadway on Greeley will not be altered. Revision to N. Mississippi Ave. may be required at intersection with proposed ramps.

97-1

THE CITY OF
PORTLAND
OREGON

OFFICE OF
CITY AUDITOR
GEORGE YERKOVICH
CITY AUDITOR

1220 S.W. FIFTH AVE.
PORTLAND, OR. 97204

Copy
K. Klaboe
8-19

COPY

August 14, 1975

NOTED
F. B. KLABOE

Robert N. Bothman, Metropolitan Engineer
State of Oregon Highway Department
5821 NE Glisan Street
Portland, Oregon 97213

orig

Dear Mr. Bothman:

Greeley Ave.

Enclosed is a copy of Ordinance No. 140359, passed by the Council August 13, 1975, amending Ordinance No. 138791, to provide for shorter hours of operation and exempting trucks bound to or from the north from the restrictions imposed on truck traffic between Swan Island Industrial Park and the I-5 Freeway during nighttime hours, subject to approval of the Oregon Department of Transportation.

Will you kindly have the proper official sign the enclosed acceptance and return it to this office at your earliest convenience.

Yours very truly,

George Yerkovich
Auditor of the City of Portland

EC:cb
Encls.

cc George Baldwin

RECEIVED
STATE HWY ENGR
AUG 22 '75
REFER TO
Schroeder
FOR
Info Inves R/D D/R Sign Act File

RECEIVED
AUG 20 1975

RECEIVED
AUG 19 1975
OFFICE
DIRECTOR of TRANSPORTATION

NOTED
R. L. SCHROEDER

ORDINANCE No. 140359

An Ordinance amending Ordinance No. 138791, to provide for shorter hours of operation and exempting trucks bound to or from the north from the restrictions imposed on truck traffic between Swan Island Industrial Park and the I-5 Freeway during nighttime hours, subject to approval of the Oregon Department of Transportation.

The City of Portland ordains:

Section 1. The Council finds that Ordinance No. 138791 established a truck route for the purpose of rerouting truck traffic between Swan Island Industrial Park and the I-5 Freeway during nighttime hours; that the city's Transportation Coordinator recommends that Ordinance No. 138791 be amended so that the hours for the truck route will be from 11:00 P.M. to 6:00 A.M., rather than from 7:00 P.M. to 6:00 A.M., and that the truck route restrictions should only apply to trucks bound to or from the south, between the Swan Island Industrial Park and the I-5 Freeway; that because a portion of the said truck route is part of the State Highway System, ORS 373.010 requires prior approval of the Oregon Department of Transportation;

NOW, THEREFORE, subject to prior approval of the Oregon Department of Transportation, the City Traffic Engineer is hereby authorized and directed to install the necessary signs to establish the nighttime restriction of truck traffic on N. Going Street between the hours of 11:00 P.M. and 6:00 A.M., and rerouting truck traffic between N. Going Street and N. Greeley Avenue and the Broadway-Weidler Interchange with the I-5 Freeway, as shown on the street map attached to the original only of this ordinance, marked Exhibit "A", and by this reference made a part hereof.

Section 2. The City Auditor is hereby authorized and directed to submit a copy of this ordinance, together with a copy of Exhibit "A", to the Oregon Department of Transportation, requesting the department's written approval for use of the State Highway System as part of the truck route as shown on the exhibit.

Passed by the Council, AUG 12 1975

Mayor Goldschmidt
May 19, 1975
DBC/fg/nlm

Mayor of the City of Portland

Attest:
George Yerkovich
Auditor of the City of Portland

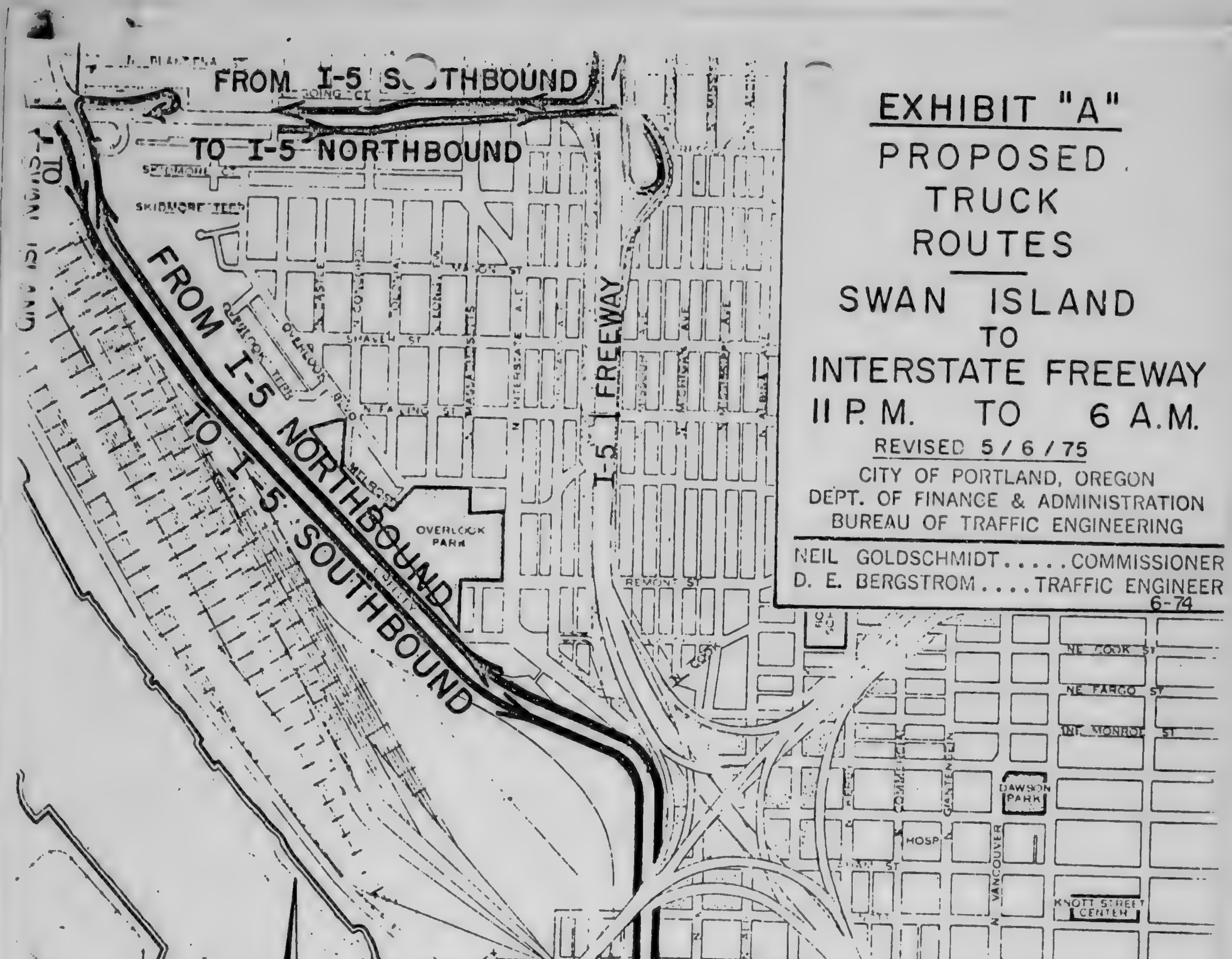

FROM I-5 SOUTHBOUND
TO I-5 NORTHBOUND
FROM I-5 NORTHBOUND
TO I-5 SOUTHBOUND
TO SWAN ISLAND
I-5 FREEWAY
OVERLOOK PARK
DAWSON PARK
HOSP.
KNOTT STREET CENTER
LILLIS ALBINA PARK
FREMONT BR.
WILLAMETTE RIVER
BROADWAY BRIDGE
N. BROADWAY
MEMORIAL COLISEUM
NE COOK ST
NE FARGO ST
NE MONROE ST
THOMPSON ST
NE SAN RAF
NE BROAD
NE HALSEY
NE CLACKA
NE WASCO
N. VANCOUVER
INTERSTATE
REMONT ST
RUSSELL
TILLAMOOK
WHEELER PL.
SKIDMORE TER.
N. FRONT
SHERLOCK

EXHIBIT "A"

PROPOSED TRUCK ROUTES

SWAN ISLAND TO INTERSTATE FREEWAY 11 P.M. TO 6 A.M.

REVISED 5 / 6 / 75

CITY OF PORTLAND, OREGON
DEPT. OF FINANCE & ADMINISTRATION
BUREAU OF TRAFFIC ENGINEERING

NEIL GOLDSCHMIDT.....COMMISSIONER
D. E. BERGSTROM....TRAFFIC ENGINEER
6-74

9729

N

STATE OF OREGON
Department of Transportation

INTEROFFICE MEMO

TO: J. H. Versteeg, Design Engineer
Attention: A. D. Olson

DATE: June 30, 1975

FROM: John Hanks
John Hanks
Project Analysis Supervisor

File No.: Hwy. 1

SUBJECT: Greeley Avenue Connection to Pacific Highway I-5

An analysis was performed to evaluate operating characteristics and level of service impacts of connecting Greeley Avenue to I-5 south of the Fremont Bridge. The following intersections were analyzed:

1. Greeley Avenue and Interstate Avenue.
2. Mississippi Avenue and the Greeley Avenue Connection to I-5.

This is a follow-up to our April 4, 1975 analysis of adding a southbound entrance ramp from Greeley Avenue to I-5 between the Fremont Bridge entrance ramp and the Broadway exit ramp.

The 1975 AM and PM peak-hour volumes were analyzed to determine signals, number of lanes, and striping needed. A copy of the intersectional count at Greeley and Interstate Avenue is attached.

Signals

The intersection of Mississippi Avenue and the proposed Greeley Avenue Extension to I-5 is expected to exceed one or more signal warrants. With 1,500 vehicles in the peak-hour passing through this intersection, a hazardous accident potential could exist without a signal. Also, pedestrians will be exposed to a dangerous hazard in crossing the intersection. Therefore, a signal is recommended at Mississippi and Greeley Avenues to be interconnected with the Interstate Avenue signal to provide progression on Greeley.

Number of Lanes

The proposed extension of Greeley Avenue from Interstate Avenue through the Mississippi Avenue Intersection will require four lanes to handle peak-hour traffic at a satisfactory level of service.

drawing revised to show 4 lanes
through Mississippi intersection.
ADO.

Striping

A redesignation of turning movements on Greeley west of Interstate Avenue is recommended. The center lane should be optional to allow either a right turn to Interstate or a through movement to the proposed Greeley Extension. See attached intersection diagram. Mississippi Avenue will require restriping for left turn lanes approaching Greeley Avenue.

Summary

A satisfactory level of service "C" is expected at the intersections of Greeley Avenue at Interstate and Mississippi for 1975 peak-hour traffic. This assumes that four lanes will be provided on the Greeley Avenue Extension from Interstate Avenue through the intersection with Mississippi. However, operational problems are expected on I-5 with the proposed Greeley Avenue ramp connections as described in our report of April 4, 1975.

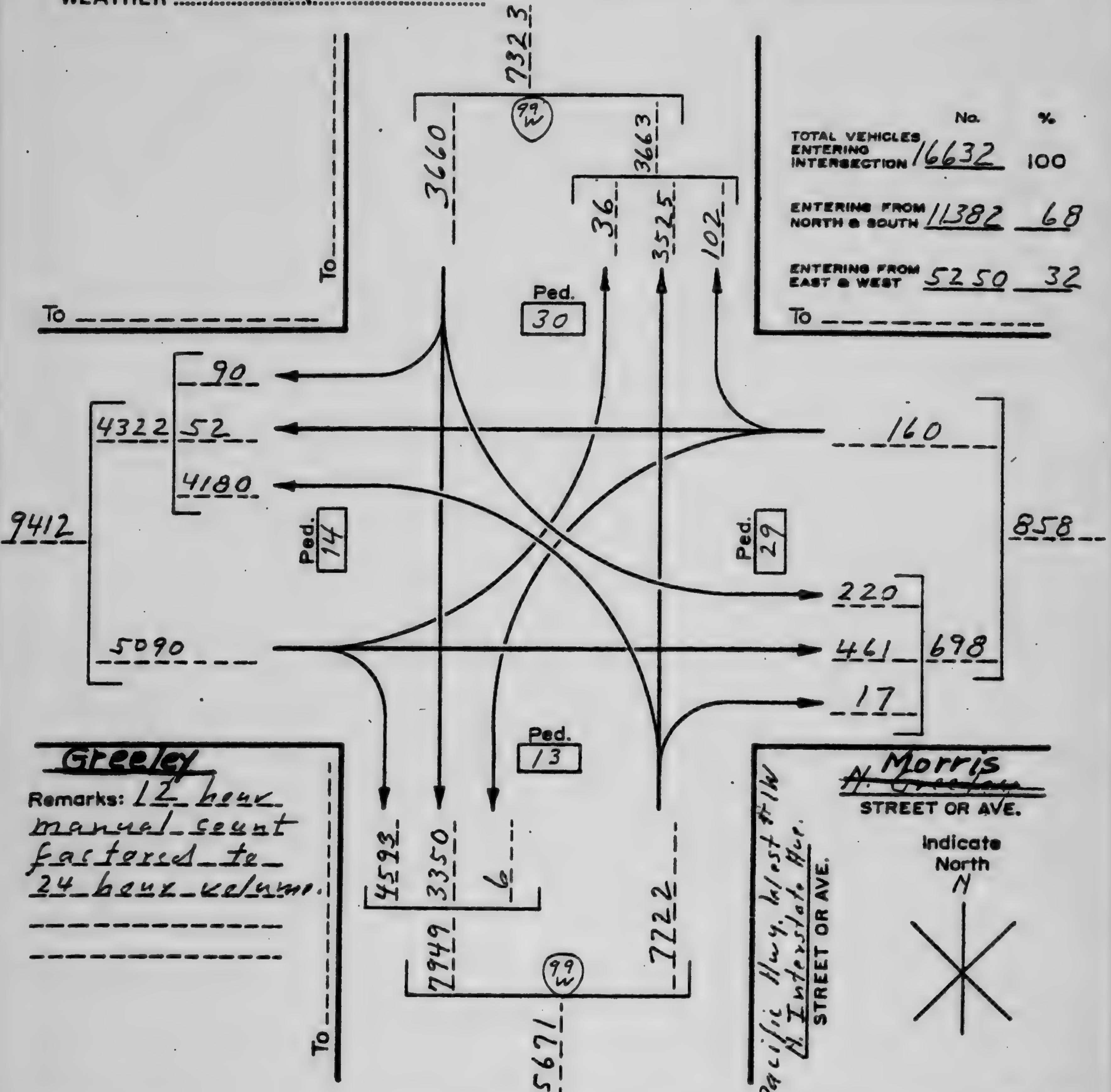
MM/JH:ap
Attachment
cc: R. N. Bothman

REGON STATE HIGHWAY DIVISI
TRAFFIC ENGINEERING SECTION

TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE 5/8/9/1975
DAY OF WEEK Thur. Fri.
ACTUAL COUNT (VEH.) 12 HRS.
HOURS COUNTED 6A to 6P
PEDESTRIAN COUNT 12 HRS.
HOURS COUNTED 6A to 6P
WEATHER Clear

CITY OR COUNTY N. Portland
INTERSECTION OF Pacific Hwy. West No 1W (Interstat Ave.) & N. Greeley & N. Morris
MILE POST X1.77
CLASSIFICATION All Vehicles


7323
99W
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3663
36
3525
102
Ped. 30
To
To
To
90
4322
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4180
9412
160
858
Ped. 14
Ped. 29
220
5090
461
698
17
Ped. 13
4593
3350
6
7949
99W
7222
15671
To
Greeley
Morris
~~N. Greeley~~
STREET OR AVE.
Pacific Hwy. West #1W
N. Interstate Ave.
STREET OR AVE.
Indicate North
N

	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	16632	100
ENTERING FROM NORTH & SOUTH	11382	68
ENTERING FROM EAST & WEST	5250	32

Remarks: 12 hour manual count factored to 24 hour volume.

Rev. 3-70

-Rev. 3'70

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
SUMMARY OF TRAFFIC COUNT

Date 5/8/9/ 1975
Day of week Thur.- Fri.
Hours counted 6A to 6P
Weather Clear

Classification

City or County Portland
Intersection Pacific Hwy. West No. 1
(Interstate Ave) & N. Greeley & N
Mile Post X 1.77
Classification All Vehicles

	TIME	North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	North	East	West	South	North	Eas
		SUMMARY BY MOVEMENTS																	ENTERING VOLUMES - SUMMARY BY LEGS				PEDESTRIANS	
																							5 0	5
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	7:00- 8:00	8	3	5	1	323	114	5	45		1	591	229	1325	680	51	645	49	336	8	637	344	3	
	8:00- 9:00	6	6	3	1	223	163	2	24	1		327	191	947	586	62	361	38	232	9	352	354		
	9:00-10:00	8	6	2	4	188	255	4	35	3	1	238	214	958	668	70	290	30	198	13	277	470	2	
	10:00-11:00	13	9	8	2	212	194	1	15			236	194	884	621	70	263	30	233	10	253	388	1	
	11:00-12:00	21	11	11	2	234	254	2	22		1	241	223	1022	744	73	278	27	266	13	265	478	3	
P.M.	12:00- 1:00	22	9	11	5	223	208	4	29	1		241	203	956	667	70	289	30	256	14	275	411	3	
	1:00- 2:00	13	7	3	2	185	202	2	30		3	256	231	934	637	68	297	32	201	9	288	436		
	2:00- 3:00	21	11	4	3	216	226	2	31		1	228	243	986	711	72	275	28	241	13	262	470		
	3:00- 4:00	18	8	9	2	259	295	1	43		2	356	376	1369	959	70	410	30	286	9	401	673	3	
	4:00- 5:00	16	7	7	3	272	462	13	38			469	583	1870	1340	72	530	28	295	20	510	1045	4	
	5:00- 6:00	19	2	7	3	190	341	5	17		4	227	473	1288	1034	80	254	20	216	7	247	818	5	
	6:00- 7:00																							
	7:00- 8:00																							
	8:00- 9:00																							
	9:00-10:00																							
	10:00-11:00																							
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A.M.	12:00- 1:00																							
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__-Hour total .																								
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Control . . .																								
Factor 1.28																								

Tabulated by BY.

Checked by

Pacific Hwy. West #1W St. is North and South

N. Greeley & N. Morris St. is East and West

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

SUMMARY OF TRAFFIC COUNT

5/8/9/ 1975
week 1 / Thur - Fri.
ounted 6A to 6 P
Clear

Classification

City or County Portland
Intersection Pacific Hwy. West No. 1W
(Interstate Ave) & N. Greeley & N. Morris
Mile Post X 1.77
Classification All Vehicles

SUMMARY BY MOVEMENTS																ENTERING VOLUMES - SUMMARY BY LEGS				PEDESTRIANS USING CROSSWALKS			
East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	North	East	West	South	North	East	West	South
																				S 0	S 0	S 0	S 0
1			92	40		31			178	106	455	245	54	210	46	99	1	209	146	6	5	1	
3	5	1	323	114	5	45		1	591	229	1325	680	51	645	49	336	8	637	344	3	2	1	
6	3	1	223	163	2	24	1		327	191	947	586	62	361	38	232	9	352	354				
6	2	4	188	255	4	35	3	1	238	214	958	668	70	290	30	198	13	277	470	2	1		
9	8	2	212	194	1	15			236	194	884	621	70	263	30	233	10	253	388	1		2	
11	11	2	234	254	2	22		1	241	223	1022	744	73	278	27	266	13	265	478	3	2	1	
9	11	5	223	208	4	29	1		241	203	956	667	70	289	30	256	14	275	411	3	2	1	3
7	3	2	185	202	2	30		3	256	231	934	637	68	297	32	201	9	288	436				
11	4	3	216	226	2	31		1	228	243	986	711	72	275	28	241	13	262	470		2	1	
8	9	2	259	295	1	43		2	356	376	1369	959	70	410	30	286	9	401	673	3	3	1	2
7	7	3	272	462	13	38			469	583	1870	1340	72	530	28	295	20	510	1045	4	6	3	6
2	7	3	190	341	5	17		4	227	473	1288	1034	80	254	20	216	7	247	818	5	6	3	2
02	90	36	3350	3525	52	461	6	17	4593	4180	16632	11382	68	5250	32	3660	160	5090	7722	30	29	14	13
80	70	28	2617	2754	41	360	5	13	3580	3266	12994	8692	68	4102	32	2859	126	3976	6033				
3	1	0	203	233	1	32	2	0	323	262													

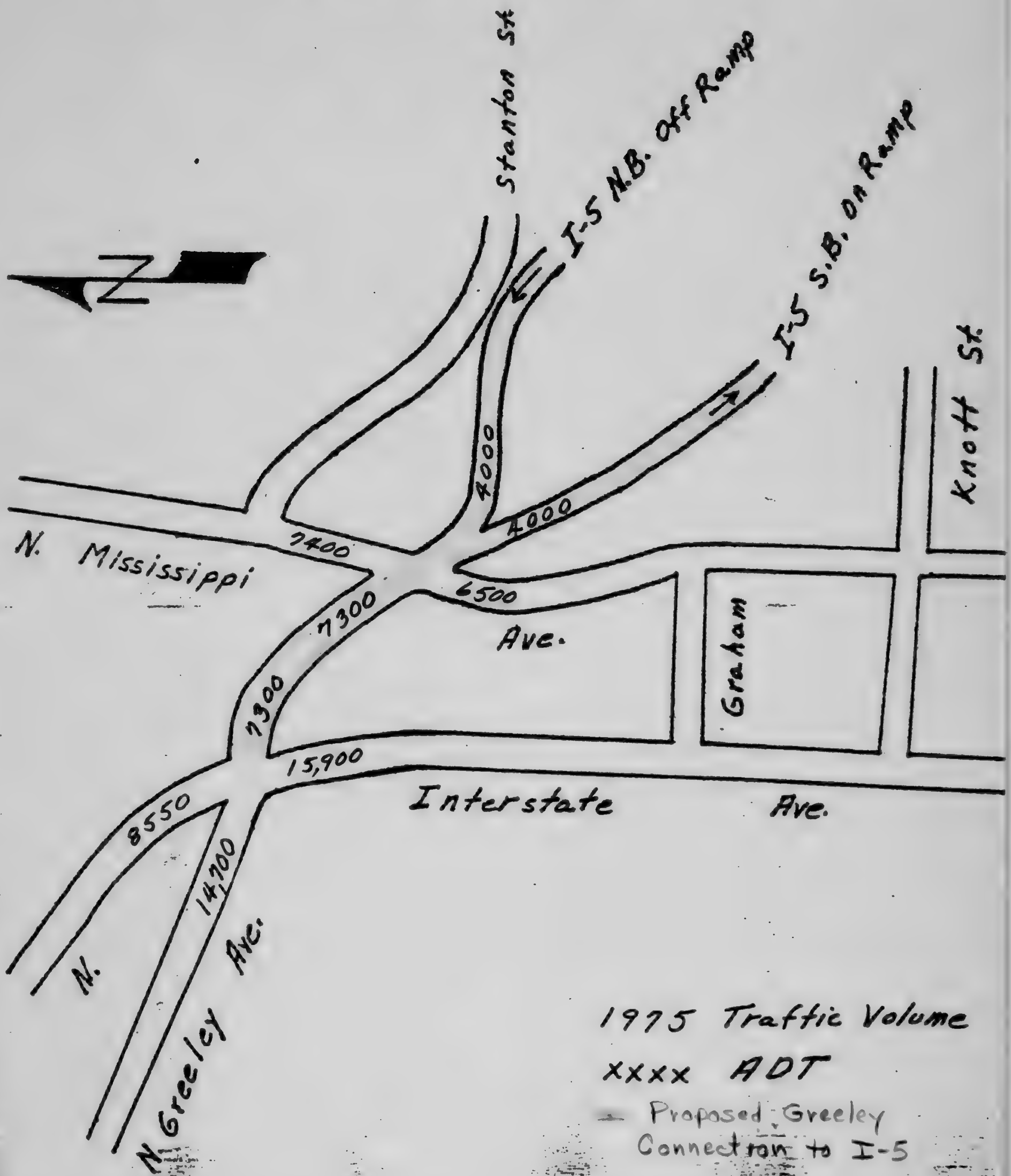
Tabulated by BY.

Checked by

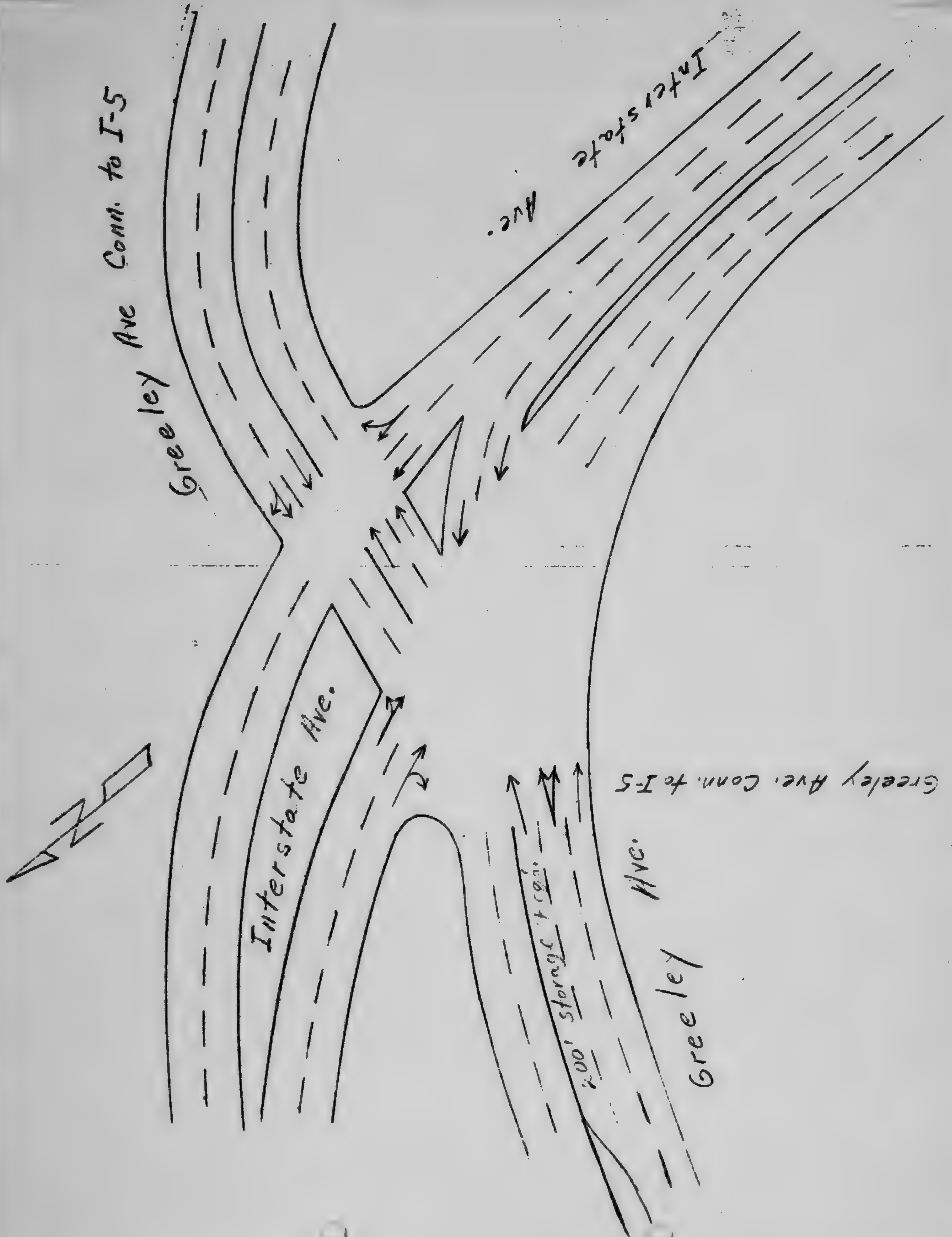
cific Hwy. West #1W St. is North and South

Greeley & N. Morris St. is East and West

N. Greeley Ave ~~Ramp~~ Connection to I-5


N
Stanton St.
I-5 N.B. Off Ramp
I-5 S.B. On Ramp
Knott St.
4000
4000
7400
6500
N. Mississippi
Ave.
7300
7300
Graham
15,900
Interstate
Ave.
8550
14,700
N. Greeley Ave.
N Greeley

1975 Traffic Volume
XXXX ADT
— Proposed Greeley Connection to I-5


Greeley Ave Conn. to I-5
Interstate Ave.
Interstate Ave.
Greeley Ave. Conn. to I-5
Greeley Ave.
200' storage + cap.

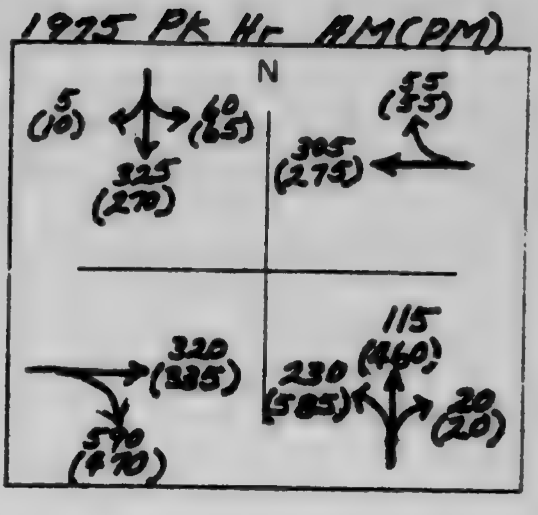
OREGON STATE HIGHWAY DIVISION
PLANNING SECTION
INTERSECTION CAPACITY ANALYSIS

__________, 19____

PROJECT Greeley Ave Connection to I-5

INTERSECTION Interstate Ave & Greeley Ave

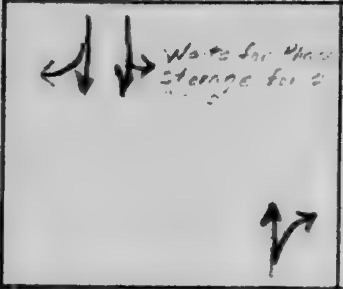
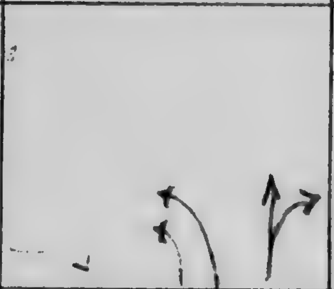
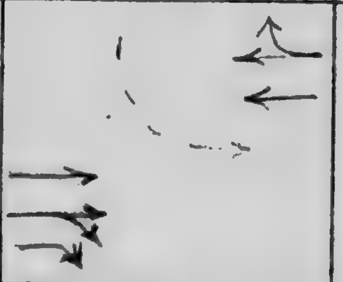
CITY Portland



BASIC CONDITIONS:

METRO POPULATION [illegible]50000 M.P. PHF ____________

AREA (Circle One): CBD [✓ FRINGE] OBD RESID. RURAL

	PHASE 1	PHASE 2	PHASE 3	PHASE	SUMMARY TOTAL G/C REQ'D.	SUMMARY LEVEL OF SERVICE
	 Waits for phase 3 storage for [illegible]					
AM	G/C= .16	G/C= .20	G/C= .2[illegible]	G/C=	[illegible]	[illegible]
PM	G/C= .17	G/C= .33	G/C= .15	G/C=	.83	[illegible]

APPROACH N T= 5 % R= 5 % L= 20 % BUS STOP ______

PHASE	MOVEMENT	W_a (ft.)	CHART REFERENCE	REQ'D. G/C or V/C AM	REQ'D. G/C or V/C PM	G/C USED*	CAPACITY LEVEL "C"	CAPACITY LEVEL	DHV AM	DHV PM	REMARKS †
1	N-S,E,W	24	4	.18	.17				390	335	

APPROACH S T= 5 % R= 5 % L= — % BUS STOP ______

PHASE	MOVEMENT	W_a (ft.)	CHART REFERENCE	REQ'D. G/C or V/C AM	REQ'D. G/C or V/C PM	G/C USED*	CAPACITY LEVEL "C"	CAPACITY LEVEL	DHV AM	DHV PM	REMARKS †
1&2	S-N,E	12	4	.12	.38				135	460	
2	S-W	20	1800	.13	.33				230	585	

APPROACH E T= 25 % R= 15 % L= — % BUS STOP ______

PHASE	MOVEMENT	W_a (ft.)	CHART REFERENCE	REQ'D. G/C or V/C AM	REQ'D. G/C or V/C PM	G/C USED*	CAPACITY LEVEL "C"	CAPACITY LEVEL	DHV AM	DHV PM	REMARKS †
3	E-W,N	24	4	.18	.17				360	330	

APPROACH W T= 25 % R= 10 % L= — % BUS STOP ______

PHASE	MOVEMENT	W_a (ft.)	CHART REFERENCE	REQ'D G/C or V/C AM	REQ'D G/C or V/C PM	G/C USED*	CAPACITY LEVEL "C"	CAPACITY LEVEL	DHV AM	DHV PM	REMARKS †
1&3	W-S	12	1250	.45	.35				560	440	
3	W-E,S	24	4	.19	.18				350	335	

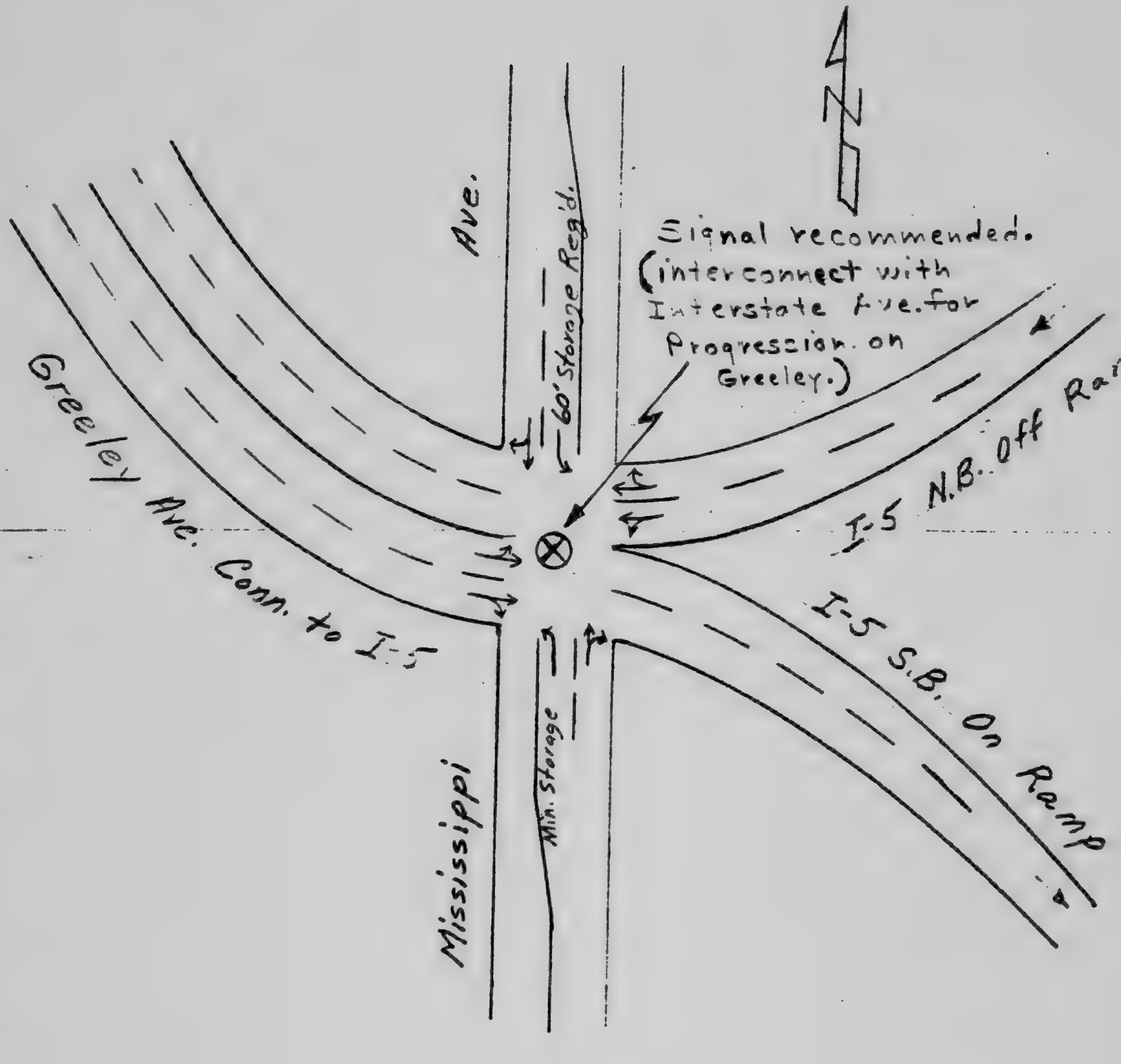
*Does Pedestrian Timing Control? ... If "Yes", See Attached Sheet For Computations.

†Turn Lane Lengths – D_2, D_3: Trucks – T_2, T_3; Widened Approach Lengths – D_a, D_b, Etc.

By ____________

Checked ____________

Greeley Ave. Connection At Mississippi Ave.



N
Ave.
60' Storage Req'd.
Signal recommended. (interconnect with Interstate Ave. for Progression on Greeley.)
I-5 N.B. Off Ramp
Greeley Ave. Conn. to I-5
I-5 S.B. On Ramp
Mississippi
Min. Storage

OREGON STATE HIGHWAY DIVISION
PLANNING SECTION
INTERSECTION CAPACITY ANALYSIS

June, 19 [illegible]

PROJECT Greeley Ave connection to I-5

INTERSECTION Mississippi Ave & Greeley Ave. Conn.

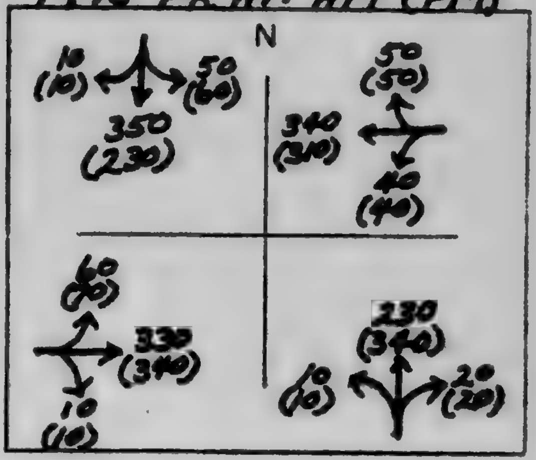
CITY Portland

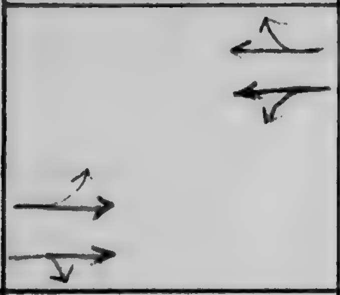
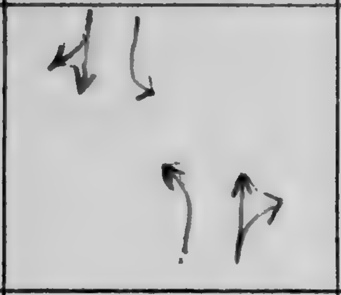
BASIC CONDITIONS:

METRO POPULATION 750,000 M.P. PHF

AREA (Circle One): CBD [✓ FRINGE] OBD RESID. RURAL

1975 Pk. Hr. AM (PM)



	PHASE 1	PHASE 2	PHASE	PHASE	SUMMARY TOTAL G/C REQ'D.	SUMMARY LEVEL OF SERVICE
						
AM	G/C= .25	G/C= .33	G/C=	G/C=	.53	F
PM	G/C= .24	G/C= .30	G/C=	G/C=	.54	F

APPROACH N T= 4 % R= 5 % L= — % BUS STOP

PHASE	MOVEMENT	Wa (ft.)	CHART REFERENCE	REQ'D. G/C or V/C AM	REQ'D. G/C or V/C PM	G/C USED*	CAPACITY LEVEL "C"	CAPACITY LEVEL	DHV AM	DHV PM	REMARKS †
2	N-S,W	12	4	.29	.20				360	240	
2	N-E	12	1250	.04	.05				50	60	

APPROACH S T= 4 % R= 10 % L= — % BUS STOP

PHASE	MOVEMENT	Wa (ft.)	CHART REFERENCE	REQ'D. G/C or V/C AM	REQ'D. G/C or V/C PM	G/C USED*	CAPACITY LEVEL "C"	CAPACITY LEVEL	DHV AM	DHV PM	REMARKS †
2	S-N,E	12	4	.21	.29				250	360	
2	S-W	12	1250	.01	.01				10	10	

APPROACH E T= 25 % R= 15 % L= 10 % BUS STOP

PHASE	MOVEMENT	Wa (ft.)	CHART REFERENCE	REQ'D. G/C or V/C AM	REQ'D. G/C or V/C PM	G/C USED*	CAPACITY LEVEL "C"	CAPACITY LEVEL	DHV AM	DHV PM	REMARKS †
1	E-WNS	24	4	.25	.22				430	[illegible]	

APPROACH W T= 25 % R= 5 % L= 15 % BUS STOP

PHASE	MOVEMENT	Wa (ft.)	CHART REFERENCE	REQ'D G/C or V/C AM	REQ'D G/C or V/C PM	G/C USED*	CAPACITY LEVEL "C"	CAPACITY LEVEL	DHV AM	DHV PM	REMARKS †
1	W-E,N,S	24	4	.23	.24				400	420	

*Does Pedestrian Timing Control? ... If "Yes", See Attached Sheet For Computations.

†Turn Lane Lengths – D_2, D_3; Trucks – T_2, T_3; Widened Approach Lengths – D_a, D_b, Etc.

By

Checked

9727

N

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
June 18, 1975

FILE:

ADOlson

FROM: A. D. Olson
Preliminary Design Engineer

TO: MEMO TO THE FILES

SUBJECT: Greeley Ramps
East Fremont Interchange
Pacific Highway
Multnomah County

An effort has been made to analyze the existing situation in the vicinity of the proposed Greeley Ramps and the situation which presumably would exist if these ramps are constructed. Attached is a sketch showing the approximate location of the proposed ramps and a sheet showing the existing and anticipated traffic and weave maneuvers.

Currently the peak hour traffic is 3,860 and the capacity (Level of Service E) is 3,800 considering that the third lane's capacity is limited to Fremont Bridge ramp traffic. Weave length southbound is 2,130 feet and 900 feet is the length theoretically required. Weave length northbound is 1,050 feet and 1,000 feet is the length theoretically required.

Currently the section is operating at Level of Service E (unstable flow, momentary stoppages) due to lane capacity. In four years (at 5% yearly increase) this will be at Level of Service F (forced flow, many stoppages) due to lane capacity or, in the northbound direction, due to weave problems if there is any increase in weaving volumes.

If the Greeley Ramps are constructed it is assumed that the total traffic would remain the same, with traffic removed from the through lanes and added on the new ramp. The new weave length southbound would be 1,580 feet with 1,450 feet theoretically required. The new weave length northbound would be 1,050 feet with 1,200 feet theoretically required.

Currently the section would operate at Level of Service E southbound due to lane capacity and low Level of Service E northbound due to the weave. An increase of 150 weaving vehicles southbound would drop to Level F. A slight increase in weaving vehicles northbound would drop to Level F. In under four years (at 5% yearly increase) the section will be at Level F due to lane capacity if not due to weave problems.

The above weave predictions are made on the basis of standard formula which assume that the weaving vehicles are near the same speed--10 MPH±. In this instance the differential in speed due to trucks climbing the ramp may be 25 MPH or more. The effect of this on the weave can not be calculated, however, increased vehicular conflicts can be expected.

Counts of existing traffic at the intersection of Greeley and Interstate have been taken. Analysis of potential traffic conditions with the rerouted truck route will be made by the Planning Section when time permits.

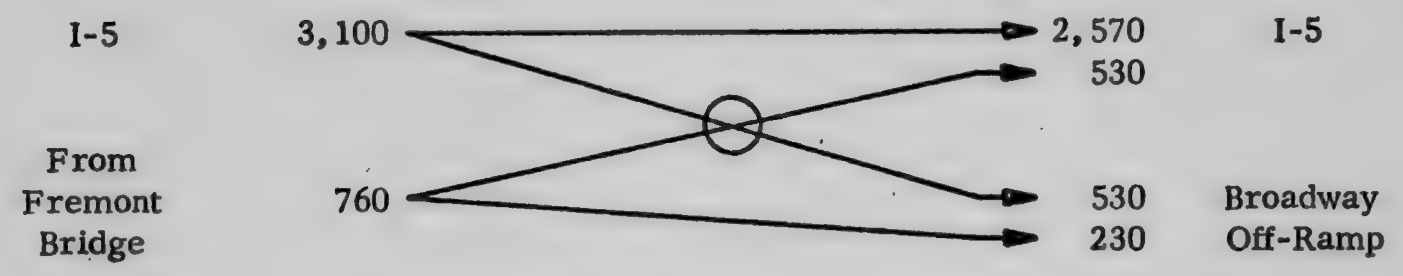
ADO:we
Enclosures

FIGURE 1

EASTBANK FREEWAY I-5
FREMONT BRIDGE - BROADWAY SECTION

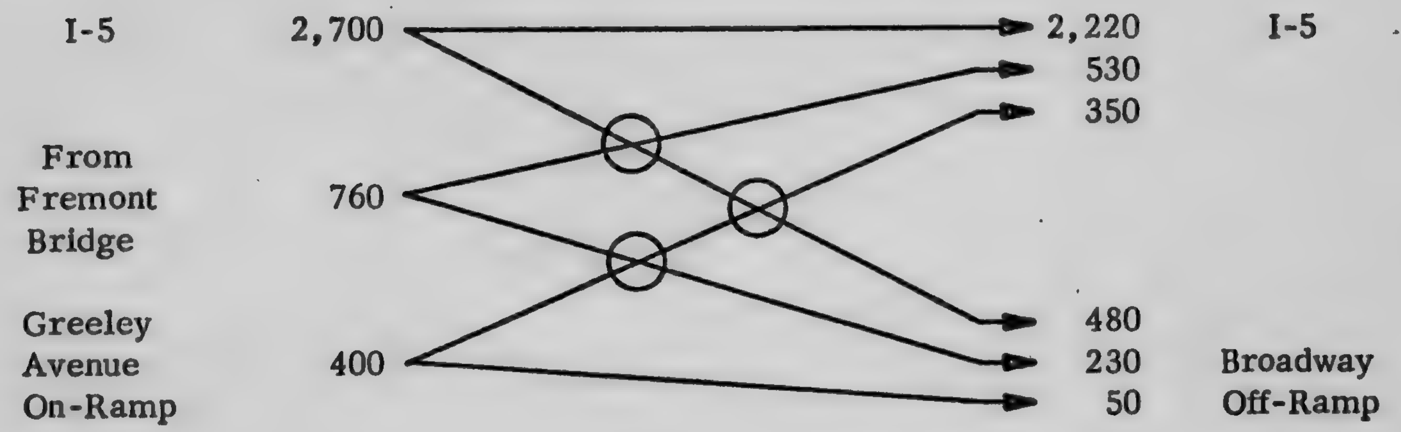
Weave Analysis Comparison
1975 PM Peak-Hour Volumes

EXISTING CONDITION


I-5
3,100
2,570
I-5
530
From
Fremont
Bridge
760
530
Broadway
230
Off-Ramp

Weave Volume = 1,060

WITH GREELEY AVENUE ON-RAMP ADDED
(MULTIPLE WEAVE)


I-5
2,700
2,220
I-5
530
350
From
Fremont
Bridge
760
Greeley
Avenue
On-Ramp
400
480
230
Broadway
50
Off-Ramp

Weave Volume = 1,590

◯ = Weave Maneuvers

9729

5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

June 18, 1975

a.d.Olson

FROM: A. D. Olson
Preliminary Design Engineer

SUBJECT: Going Street Noise Problem
City of Portland

TO: MEMO TO THE FILES

NOTED
. S. HUNTER

copy
1977

A review of the data in regard to the existing and proposed routing of trucks on Going and Greeley shows the following:

Noise was measured along Going from 8 PM to 6 AM.

Noise was 76-80 dBA (L_{10}) for truck counts of 16 to 50 per hour at 35 feet from traffic. (at the front of various residences)

An estimated 70% of the trucks go south and would use a new truck route via Greeley.

A 70% reduction in trucks would reduce noise approximately 5-6 dBA. (To 70-74 dBA on Going at night)

Daytime noise data on Going is not available.

Daytime trucks counted May 6 & 7 were 200-260/hour.

Daytime truck noise would calculate at 84-85 dBA L_{10}.

If 70% of trucks are diverted, 60 to 80 per hour would remain on Going.

This calculates to be 79-80 dBA L_{10} on Going in the daytime. This agrees with actual nighttime measurements of 76-80 dBA for 16-50 trucks.

If the above data is close to the existing conditions then currently the noise on Going Street is 84-85 dBA L_{10} in the daytime and at night is 76-80 dBA L_{10}. If the Greeley truck route is constructed and used by all southbound trucks the daytime noise would be 79-80 dBA L_{10} and the night noise would be 70-74 dBA L_{10}.

Federal guidelines suggest 70 dBA L_{10} maximum for residential areas. DEQ has considered 63 dBA L_{10} for current traffic. In any event it would appear that the truck route would not reduce the noise on Going Street to a level that would justify the cost of construction of the truck route and ramps.

Ramp costs are indicated as $2,600,000. Noise receptors along Going Street are indicated as 31 single family residences and 71 apartment units. This would divide out as $25,500 per unit -- to reduce noise levels an amount which would be of minor significance.

It would appear that a comprehensive sound study of Going Street would be appropriate to determine whether there are other solutions which might be more effective. Presumably Urban System funds would be used for the proposed ramps and could also be used for any alternate solution.

9729

PREFIX NO: 75
FILE CODE: 120

CONNIE McCREADY
COMMISSIONER

CITY OF PORTLAND
OREGON

DEPARTMENT OF
PUBLIC WORKS

ME CE PE DE OE
METROPOLITAN ENGINEER
MAY 12 1975

copy
7977

May 9, 1975

NOTED
H. S. COULTER

DEAR SWAN ISLAND TASK FORCE MEMBER:

On June 5, a hearing will be held in the Council Chambers on a modification of the Going Street truck route proposed by the Council in August, 1974.

You will recall that a hearing was held last September by the Department of Transportation and the proposal returned to the Council for further consideration.

Bill Dirker, Transportation Coordinator, and Don Bergstrom, Traffic Engineer, are reporting back to the Council on the Department of Transportation's action and in their report have included the suggested modification which will be heard on the above date. A copy of their report is attached.

Please pass this information on to other interested parties who may want to attend the hearing.

Sincerely,

Connie McCready

Connie McCready
Commissioner of Public Works

bg

RECEIVED
MAY 16 1975
Office of
Assistant State Highway Engineer

MEMORANDUM

May 2, 1975

TO: The City Council

FROM: Don Bergstrom, Traffic Engineer
W. S. Dirker, Transportation Coordinator

SUBJECT: Swan Island Truck Route

The Council adopted on September 5, 1974 Ordinance No. 138791, attached, establishing a truck route between Swan Island and the Interstate Freeway, I-5, during night hours. This was submitted to the State Transportation Commission, in accordance with Oregon statutes, for approval of that portion of the route which was over a highway under the state jurisdiction, namely Interstate Avenue between Greeley and North Wheeler Place. The Transportation Commission did not act on the route but referred the subject back to the City Council for reconsideration based on the Highway Division's evaluation. Concurrently the Swan Island Task Force recommended that preliminary engineering be undertaken to connect Greeley to I-5 south of the Fremont Bridge. One justification for this is that it will provide an advantageous truck route for 70 percent of the trucks which are destined south and east. The Council has approved this and submitted it to CRAG for their allocation of federal funds. On January 16, when this project was approved by the Council, Commissioner McCready requested that we review the state's evaluation and report to the Council on the truck route. We have done this and find as follows:

The state's evaluation contains no new substantive information that was not considered by the Council in reaching its original decision. A review of the state's statutory responsibilities indicates that their consent is required only for that portion of the route which is on the street under their jurisdiction which is about one mile of Interstate Avenue between North Greeley and North Wheeler Place. Most of the matters in the state's evaluation are concerned with topics not directly related to this responsibility.

However, since there has been so much concern about traffic congestion in the vicinity of the Memorial Coliseum, and the principal problem we are trying to deal with by this route is sleep interference for the residents along Going Street, we recommend that the ordinance be amended to initiate the route as of 11 p.m. rather than the 8 p.m. as now specified.

The original truck route sent to the Transportation Commission banned both incoming and outgoing north and south bound truck traffic during certain hours. The truck route recommended by the Swan Island Task Force will provide a good alternate route for traffic to and from the south.

The Highway Division, in their evaluation of September 23, 1974 calculated the added cost to the truck operators at $90,000 per year. We recommend north bound trucks not be changed. Only south bound trucks are affected and we calculate the added cost to be $30,000 per year using the same data. This added cost will be incurred for two or three years. Upon completion of the Greeley to I-5 ramps, south bound trucks should operate at equal or less cost than they do now.

Further, it would make sense to have both the temporary route and eventual permanent route coincide as far as traffic direction is concerned. Diverting south bound traffic only in both instances would still reduce the noise level to approximate the federal guidelines of 70 DBa according to Paul Herman.

Therefore, we recommend that the temporary truck route be applied to all south bound truck traffic only. This will bring into effect the approximate conditions to be expected when the construction of the Greeley--I-5 ramp has been completed.

The Traffic Engineer and Mr. Herman will continue to monitor the effects before and after initiation for the purpose of making further recommended changes should it be determined prudent to do so.

bg

9721

81-734-3030

5

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon
April 14, 1975

METROPOLITAN ENGINEER

ME TE UE FILE T/A

FROM: J. H. Versteeg
Road Design Engineer

TO: E. S. Hunter
Assistant State Highway Engineer

SUBJECT: Connection to Greeley at
Interstate Avenue
East Fremont Interchange
Pacific Highway
Multnomah County

PREFIX NO: 74-5
FILE CODE: 100

The attached information indicates that the Highway Division proposes to spend $240,000 in engineering to develop plans for the Greeley Connection to I-5. The present construction estimate for these connections is in excess of $3,200,000.

The Planning, Traffic and Design Sections have analyzed this project and strongly recommend against development of this proposal. John Hanks in his letter of April 4, 1975, states that, "The addition of the proposed Greeley Avenue Ramps is expected to reduce the level of service to "E" (unstable flow) due to the increased number of weaving maneuvers. Any future increase in peak-hour volume on the Greeley Avenue or Fremont Bridge ramps is likely to result in a bottleneck section creating PM periods of stop-and-go traffic. The slower speed of trucks merging in the auxiliary freeway lane with high speed traffic creates a hazardous accident potential during off-peak periods." L. E. George in his letter of February 28, 1975, summarizes "that this proposal is not desirable from a traffic operations and safety standpoint." The Design Section in a letter of July 29, 1974, recommended that "though we have provided local street connections at freeway to freeway interchanges in the past such designs are not recommended. The successive off-ramps would create a poor signing condition. All things considered we could not seriously recommend such an addition."

The Greeley connections to I-5 would create additional congestion and weaving problems, reduce capacity of the freeway, lower the level of service and will significantly increase vehicle accidents in this section of I-5. To exchange a reduction in noise along Going Street for a severe capacity, service and accident problem along I-5 at a cost of 3.5 million dollars does not seem to be in our interest and is not recommended.

If the Highway Division decides to go ahead with the proposed connections to I-5, an early submittal should be made to the FHWA for their consideration is suggested. We need to determine if they would approve the construction of these ramps and, secondly, would this work be eligible for federal funding. Additional state funds should not be expended on this ramp concept until FHWA concurrence is obtained.

JHV:jh
cc: R. N. Bothman
L. E. George
John Hanks

4-17-75
Hal
Please discuss
Ed H.

4-21-75
Orig to
Hal Versteeg

RECEIVED
APR 23 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Ed Hunter
Discussed w/ Versteeg
?. Plan assessed?
?. How to improve?
?. Alternative – Hwy
is best task force considering
could leave up [illegible]
$ - environmental effects –
flow etc etc.
Bothman.

9721 -

5

STATE OF OREGON
Department of Transportation

INTEROFFICE MEMO

TO: J. H. Versteeg
Design Engineer

DATE: April 4, 1975

FROM: J.H.
John Hanks
Project Analysis Supervisor

File No.: Hwy. 1

SUBJECT:
Greeley Avenue Ramp Connections
Pacific Highway I-5
Fremont Bridge-Broadway Section

NOTED
E. S. HUNTER

An analysis was performed to evaluate the operational and level of service impacts of adding a southbound entrance ramp from Greeley Avenue to I-5 between the Fremont Bridge entrance ramp and the Broadway exit ramp. This ramp connection has been proposed by the City of Portland to relieve the undesirable impact of trucks currently routing via Going Street.

The 1975 PM peak-hour volumes were analyzed to determine whether immediate adverse effects can be expected. Two significant impacts became apparent.

1. A substantial increase in weaving conflicts.
2. An undesirable speed differential between slow moving trucks and higher speed vehicles in the auxiliary freeway lane.

Weave Analysis

The weaving conflicts are schematically illustrated by Figure 1. The existing condition shows 1,060 vehicles in a weave conflict. With the addition of the Greeley Avenue On-Ramp, a multiple weave section is created (two on-ramps followed by an off-ramp). The number of vehicles involved in weaving conflicts increases to 1,590, a 50 percent increase.

Operationally, the Greeley Avenue On-Ramp can be expected to create unstable traffic flow, (level of service "E"). Through traffic will jam the median lane attempting to avoid the weaving maneuvers taking place in the right lane. Operating speeds will reduce and a potential bottleneck section will result.

It should be emphasized that current PM peak-hour volumes were analyzed. Future increases in peak-hour traffic is likely on both the Fremont Bridge and the Greeley Avenue ramps. The completion of I-505 is expected to increase Fremont Bridge ramp traffic, while any expansion of Swan Island development will increase the Greeley Avenue ramp. If these anticipated peak-hour increases occur, periods of forced flow (stop-and-go conditions) are expected on the freeway.

RECEIVED
APR 7 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

An analysis was also completed for northbound traffic during the AM peak hours. Similar increases in weaving conflicts were revealed when a Greeley Avenue Off-Ramp was assumed. Unstable flow conditions are predicted during the AM peak-hour for northbound traffic as well.

Speed Differential Analysis

The grade profile of the proposed on-ramp indicates 900 feet at a two percent grade followed by 700 feet of five percent grade before leveling at the merge with the I-5 Freeway. Average truck speeds entering the freeway auxiliary lane are calculated at approximately 25 MPH. Merging conflicts in the auxiliary lane between the slow moving trucks (25 MPH) and higher speed traffic from the Fremont Bridge can be anticipated. During off-peak periods, an undesirable speed variance of over 25 MPH can be expected at the merge point. Erratic maneuvers are likely to take place creating a hazardous accident potential.

Based on truck volume counts, it is estimated that approximately 700 trucks per day will enter I-5 via the proposed on-ramp. This estimate assumes all southbound trucks from Swan Island to I-5 will be routed via the proposed on-ramp.

Summary

The addition of the proposed Greeley Avenue Ramps is expected to reduce the level of service to "E" (unstable flow) due to the increased number of weaving maneuvers. Any future increase in peak-hour volume on the Greeley Avenue or Fremont Bridge ramps is likely to result in a bottleneck section creating PM periods of stop-and-go traffic.

The slower speed of trucks merging in the auxiliary freeway lane with high speed traffic creates a hazardous accident potential during off-peak periods.

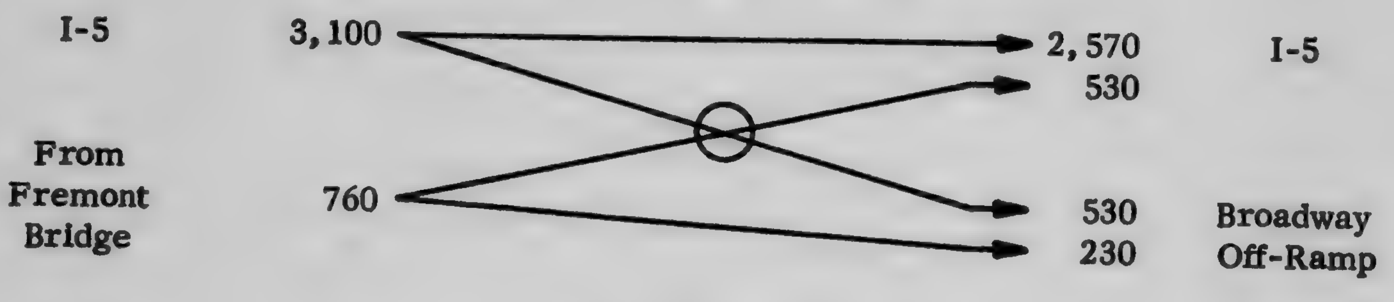
JH:ap
Attachments
cc: E. S. Hunter
R. N. Bothman

FIGURE 1

EASTBANK FREEWAY I-5
FREMONT BRIDGE - BROADWAY SECTION

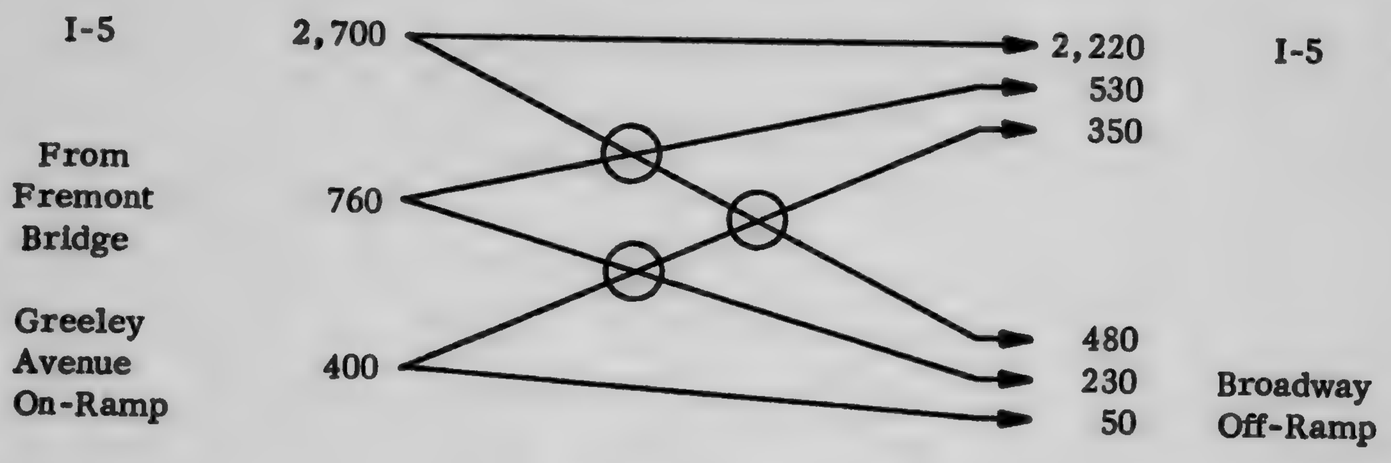
Weave Analysis Comparison
1975 PM Peak-Hour Volumes

EXISTING CONDITION


I-5
3,100
From Fremont Bridge
760
2,570
530
I-5
530
230
Broadway Off-Ramp

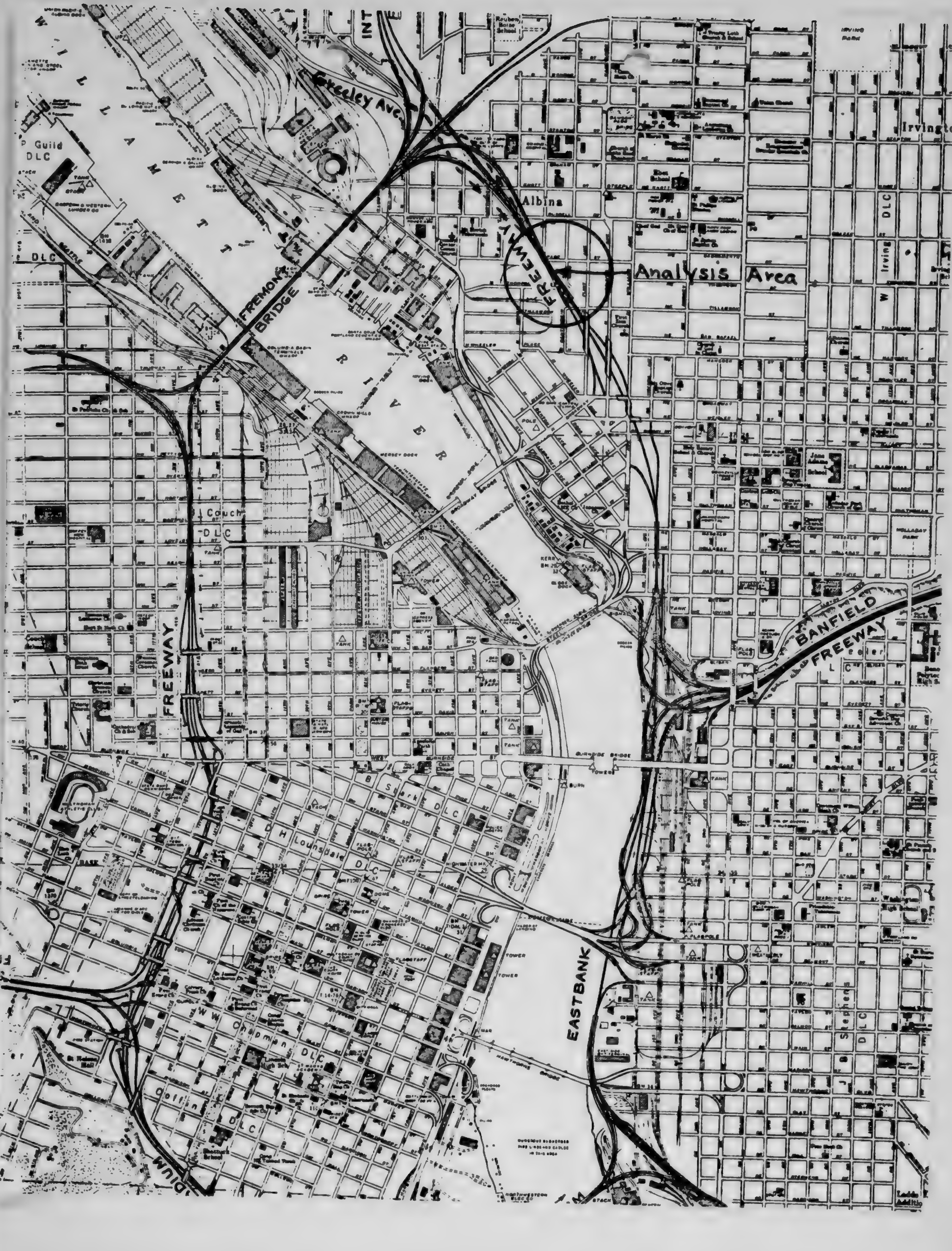
Weave Volume = 1,060

WITH GREELEY AVENUE ON-RAMP ADDED
(MULTIPLE WEAVE)


I-5
2,700
From Fremont Bridge
760
Greeley Avenue On-Ramp
400
2,220
530
350
I-5
480
230
50
Broadway Off-Ramp

Weave Volume = 1,590

○ = Weave Maneuvers


WILLAMETTE
RIVER
Greeley Ave.
INT
Irvington
P Guild DLC
DLC
Albina
FREEWAY
Analysis Area
W Irving DLC
FREMONT BRIDGE
Couch DLC
FREEWAY
BANFIELD FREEWAY
B Stark DLC
D H Lounsdale DLC
W W Chapman DLC
Coffin DLC
EASTBANK
J B Stephen DLC

9729

N

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, OR 97310

DATE February 28, 1975

TO J. H. Versteeg
Road Design Engineer

L E George

FROM L. E. George
Traffic Engineer

1 [illegible]
2 [illegible]

RECEIVED
MAR 3 - 1975
ROAD DESIGN SECTION

[illegible] Reply ☐
[illegible] Approval ☐
Do not File ☐
Return To ________
Bring Up ___/___/___
Other ________

SUBJECT Freeway ramps to Greeley Avenue
East Fremont Interchange
Interstate 5

The proposal to construct a northbound exit and southbound entrance at Greeley Avenue in the East Fremont Interchange has been analyzed from the standpoint of signing.

The proposal would result in a new exit from the freeway approximately 700 feet from an existing exit. Although it would be possible to sign for the new exit, it would be difficult and is not recommended. The substandard distance between the two exits would not allow for proper advance signing of the second exit and would not allow any supplemental guide signs (such as SWAN ISLAND NEXT RIGHT).

1

There are also several other problems involved in this proposal:

1. The northbound exit to the Fremont Bridge will be reduced from two lanes to one lane.
2. The proposed ramps will increase traffic on the freeway and result in additional weaving movements on a section of the freeway where there is already a problem with weaving.
3. The proposed southbound entrance, which will be used as a truck route, involves an upgrade approach to the freeway. This will result in trucks entering the freeway at very low speeds.
4. The proposal includes an at-grade intersection of Mississippi Avenue with the proposed freeway ramps, which is potential safety hazard.

In summary, it appears that this proposal is not desirable from a traffic operations and safety standpoint.

TL:cr

9721

5

February 20, 1975

Mr. George Yerkovich
Portland City Auditor
1220 S.W. Fifth Avenue
Portland, OR 97204

Dear Mr. Yerkovich:

This will acknowledge receipt of the City of Portland Resolution No. 31518 requesting CRAG and the State Highway Division to allocate $240,000 in Federal Aid Urban System funds for a preliminary engineering project on N. Greeley Avenue.

Following CRAG approval of the request and receipt of a completed request form from the City of Portland, we will expedite project approval.

Very truly yours,

L. W. Rulien
Project Management Engineer

cc: Robert E. Rector

RU:ljt

bc: G. M. Baldwin
F. B. Klaboe
E. S. Hunter
R. N. Bothman
Ted Spence
County/City Unit

THE CITY OF
PORTLAND
OREGON

OFFICE OF
CITY AUDITOR
GEORGE YERKOVICH
CITY AUDITOR

1220 S.W. FIFTH AVE.
PORTLAND, OR. 97204

January 20, 1975

George Baldwin, Director
Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Dear Mr. Baldwin:

Enclosed is a copy of Resolution No. 31518, adopted by the Council January 16, 1975, requesting CRAG to allocate Federal Aid Urban funds to preliminary engineering for connection of N. Greeley Avenue to the I-5 Freeway south of the Fremont Bridge and requesting the Oregon State Highway Division to undertake this preliminary engineering project with the City of Portland's approximately $27,000, as its share of the funds.

Yours very truly,

George Yerkovich

Auditor of the City of Portland

EC:ca
Encl.

RECEIVED
STATE HWY ENGR
JAN 23 '75
REFER TO
Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

Larry
Reply direct.
Ed H

RECEIVED
JAN 27 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
JAN 22 1975
OFFICE
DIRECTOR of TRANSPORTATION

RESOLUTION NO. 31518

WHEREAS, there is available to the Columbia Region Association of Governments Federal Aid Urban highway funds and

WHEREAS, the Swan Island Task Force was established by the City Council to recommend solutions for the access to Swan Island and has recommended by unanimous vote of those present that the City of Portland apply for Federal Aid Urban funds for preliminary engineering for the extension of North Greeley Avenue to I-5 freeway in the vicinity of the Fremont Bridge and

WHEREAS, the City Council considers the improvement of access to Swan Island and relief of environmental impacts of this access to be an important priority and

WHEREAS, the Port of Portland, as the owner and developer of the Swan Island Industrial Park, will be a principal beneficiary of this project, now therefore

BE IT RESOLVED by the Council of the City of Portland that the Columbia Region Association of Governments be requested to allocate $240,000 from available Federal Aid Urban funds to complete preliminary engineering for the connection of North Greeley Avenue to the I-5 freeway just south of the Fremont Bridge and

BE IT FURTHER RESOLVED that the Oregon State Highway Division be requested to undertake this preliminary engineering project when funds are made available and

BE IT FURTHER RESOLVED that the City of Portland will provide 11%, approximately $27,000, of the funds for the preliminary engineering project as the local share of required matching funds but will invite the Port of Portland to share equally in this amount.

Adopted by the Council JAN 16 1975

George Yerkovich

Auditor of the City of Portland

December 24, 1974
WSD:bg

9729

N

Salem, Oregon

July 29, 1974

R. N. Bothman, Metropolitan Engineer

J. H. Versteeg, Road Design Engineer

Connection to Greeley at Interstate Avenue
East Fremont Interchange
Pacific Highway
Multnomah County

A copy of your design for connection to the East Fremont Interchange from Greeley at Interstate Avenue was sent to us at our request when a matter of surplus property in the area was being processed. We have the following comments.

Even though we have provided local street connections at freeway to freeway interchanges in the past such designs are not recommended.

The weave situation between the East Fremont Interchange and the next interchange south is none too good now without adding other ramps.

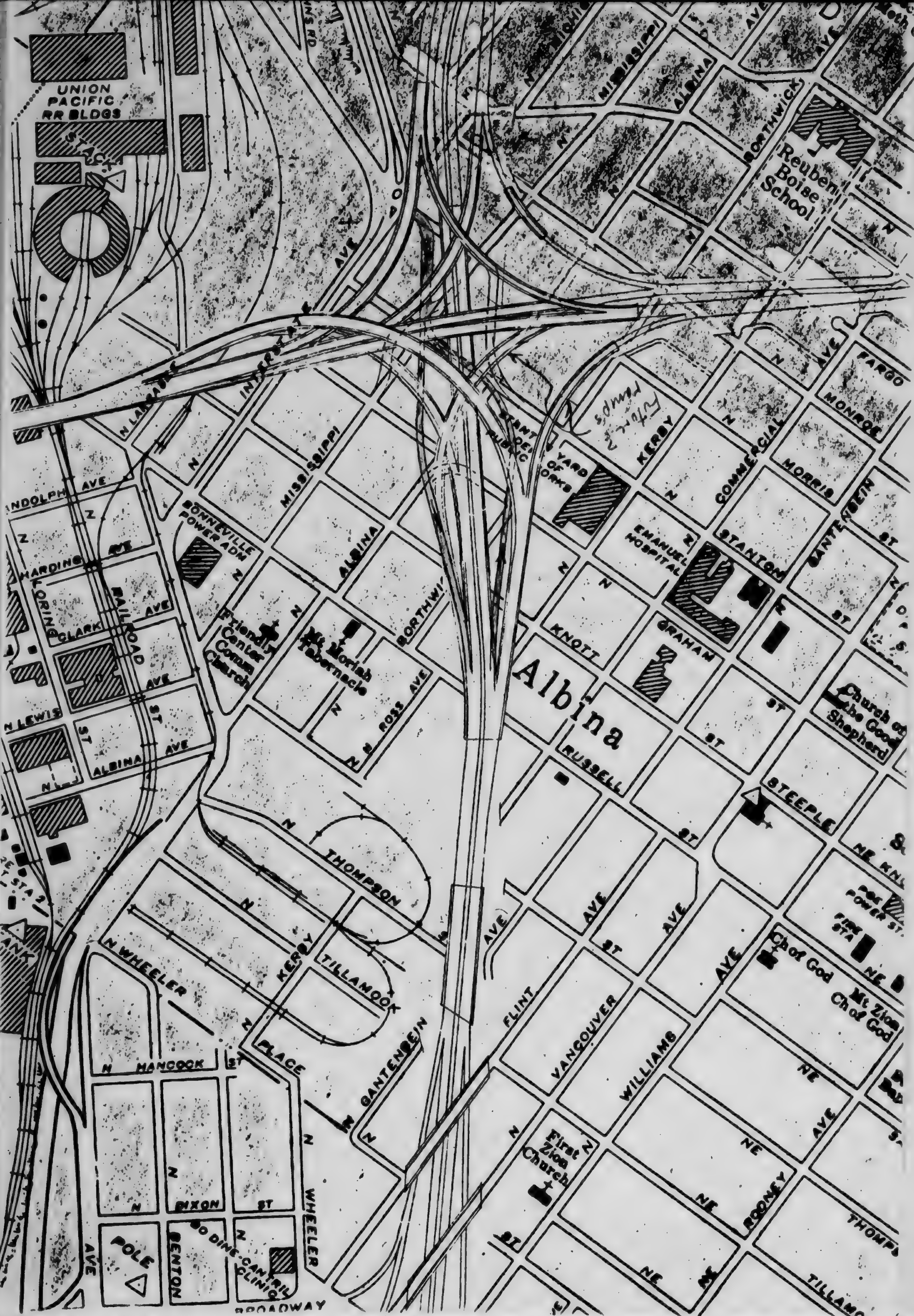
We do not need the business on the freeway that such moves would generate.

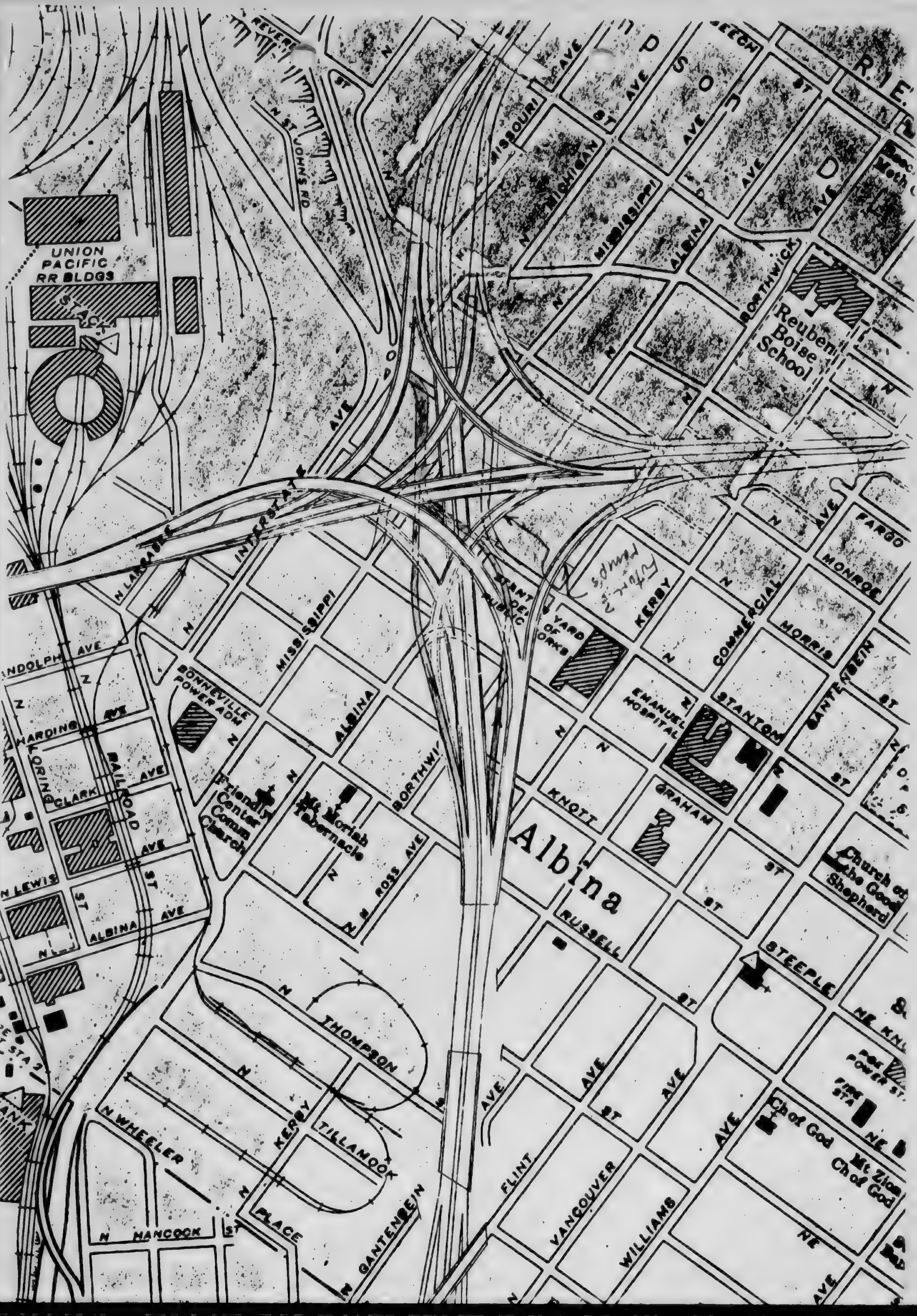
The successive off-ramps would create a poor signing condition.

All things being considered we could not seriously recommend such an addition.

DNS:we

To Planning for records
1-7-75


UNION PACIFIC RR BLDGS
STACK
INTERSTATE AVE
N LARRABEE
N MISSISSIPPI
N ALBINA AVE
BORTHWICK AVE
Reuben Boise School
RANDOLPH AVE
N HARDING AVE
LORING
CLARK AVE
RAILROAD
N LEWIS ST
ALBINA AVE
BONNEVILLE POWER ADM
Friendly Center Comm Church
Mt Moriah Tabernacle
N ROSS AVE
STATE DEPT OF PUBLIC WORKS YARD
Future ramps
N KERBY
COMMERCIAL
FARGO
MONROE
MORRIS
GANTENBEIN
EMANUEL HOSPITAL
STANTON ST
KNOTT
GRAHAM ST
Albina
RUSSELL ST
Church of the Good Shepherd
STEEPLE
NE KNOTT
POWER ST
FIRE STA
Ch of God
Mt Zion Ch of God
N THOMPSON
N KERBY
TILLAMOOK
N WHEELER
N PLACE
N HANCOCK ST
N GANTENBEIN
FLINT AVE
VANCOUVER AVE
WILLIAMS AVE
NE RODNEY AVE
NE THOMPSON
NE TILLAMOOK
First Zion Church
N DIXON ST
POLE
BENTON
BODINE-CANTRIL CLINIC
WHEELER
BROADWAY


UNION PACIFIC RR BLDGS
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N MICHIGAN AVE
N MISSISSIPPI AVE
N ALBINA AVE
N BORTHWICK AVE
BEECH ST
Reuben Boise School
INTERSTATE AVE
N LARRABEE
N MISSISSIPPI
N ALBINA
N BORTHWICK
FARGO
MONROE
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HARDING AVE
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CLARK AVE
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N LEWIS ST
ALBINA AVE
BONNEVILLE POWER ADM
Friendly Center Comm Church
Mt Moriah Tabernacle
N ROSS AVE
N THOMPSON
N TILLAMOOK
N KERBY
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N HANCOCK ST
N PLACE
GANTENBEIN
FLINT AVE
VANCOUVER AVE
WILLIAMS AVE
NE

9-1-1

RECEIVED
DEC 3 - 1969

OREGON STATE
HIGHWAY DEPARTMENT

[illegible]
Hwy
Muni Bur
[illegible]

December 1, 1969

Mr. Don Bergstrom
Traffic Engineer
City of Portland
City Hall
Portland, Oregon

Dear Mr. Bergstrom:

Reference is made to your letter of November 3, 1969, forwarding a sketch proposing a connection of N. Greeley Avenue to Pacific Highway (Interstate 5). Your proposed connection would provide for a connection southbound from Greeley to Interstate 5 and northbound from Interstate 5 to Greeley Avenue.

Enclosed herewith is a print of the East Fremont Interchange showing existing and contracted piers and columns in red. Your proposed connections have been studied by both this office and our Salem office with the conclusion that it is fairly obvious in looking at the attached sketch that no connections to or from Greeley can be made from Interstate 5. It would be impossible to provide a standard acceleration lane from Greeley onto Interstate 5 southbound, and the same would pertain to the reverse move which would require being woven between the forest of columns under the mainline structure.

We have concluded that your suggestion cannot be constructed to a standard we could live with.

Yours very truly,

Original Signed by A. E. Johnson

A. E. Johnson
Metropolitan Engineer

AEJ:lh
Enc
cc: Al Benkendorf
Port of Portland

bc: F. B. Klaboe
Tom Edwards
F. D. Morgan

RECEIVED
DEC 2 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 2 1969

Const
Prog
Maint - Field

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 25, 1969

SUBJECT: Interstate 5 Freeway
East Fremont Interchange Area
Proposed Connections from
Greeley Avenue to I-5

To: Mr. A. E. Johnson
Metropolitan Engineer
5821 N.E. Glisan Street
Portland, Oregon

Enclosed is a print of the East Fremont Interchange showing existing and contracted piers and columns colored in red. It is fairly obvious in looking at this map that no connections to or from Greeley can be made to Interstate 5. A standard acceleration lane from Greeley onto Interstate 5 southbound is impossible and the reverse move cannot be woven between the forest of columns under the main line structure. Local street connections are frowned upon at such a junction of highways as this.

We are satisfied that this suggestion cannot be constructed to a standard we could live with.

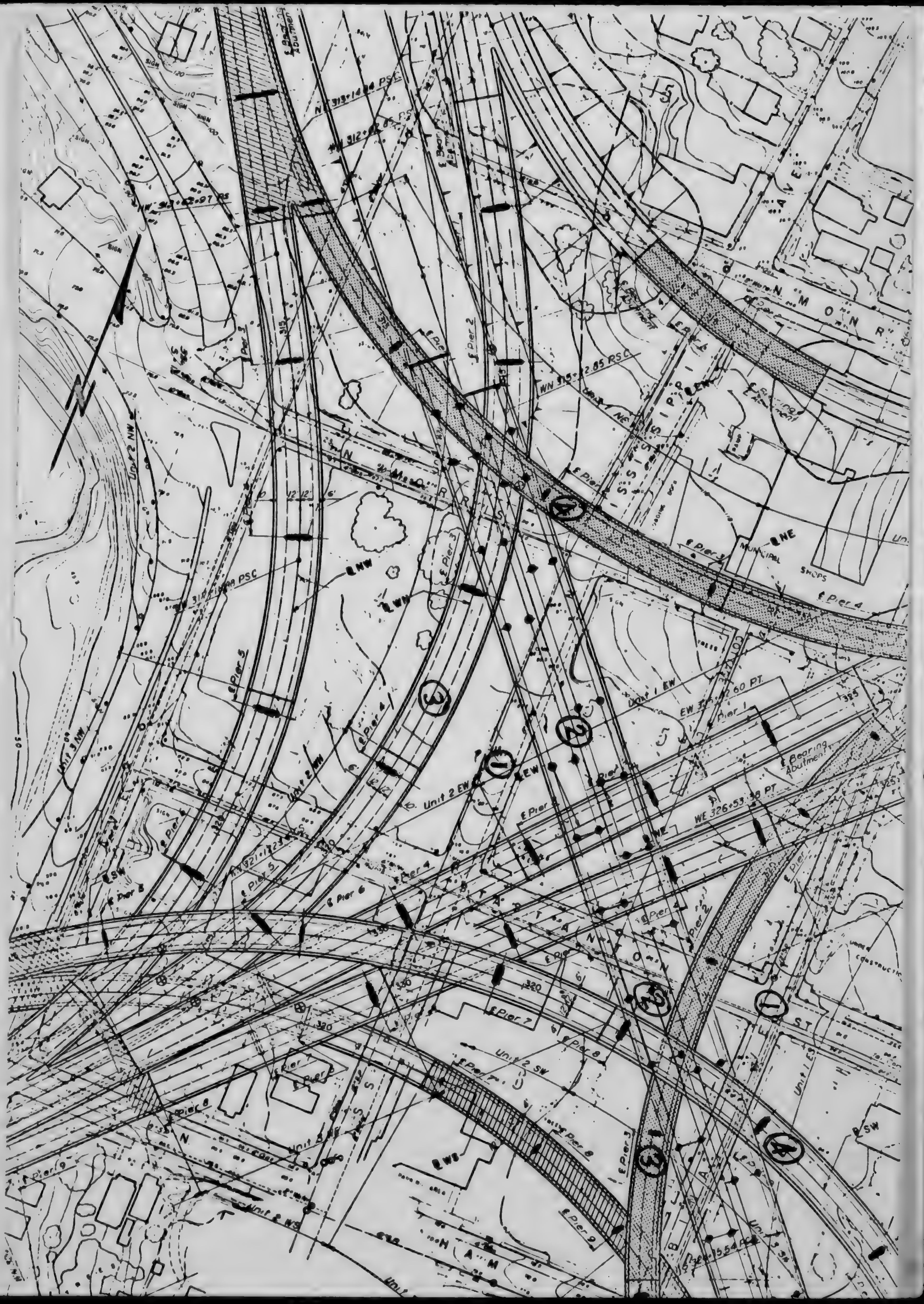
ORIGINAL SIGNED BY
D. J. BARBEE

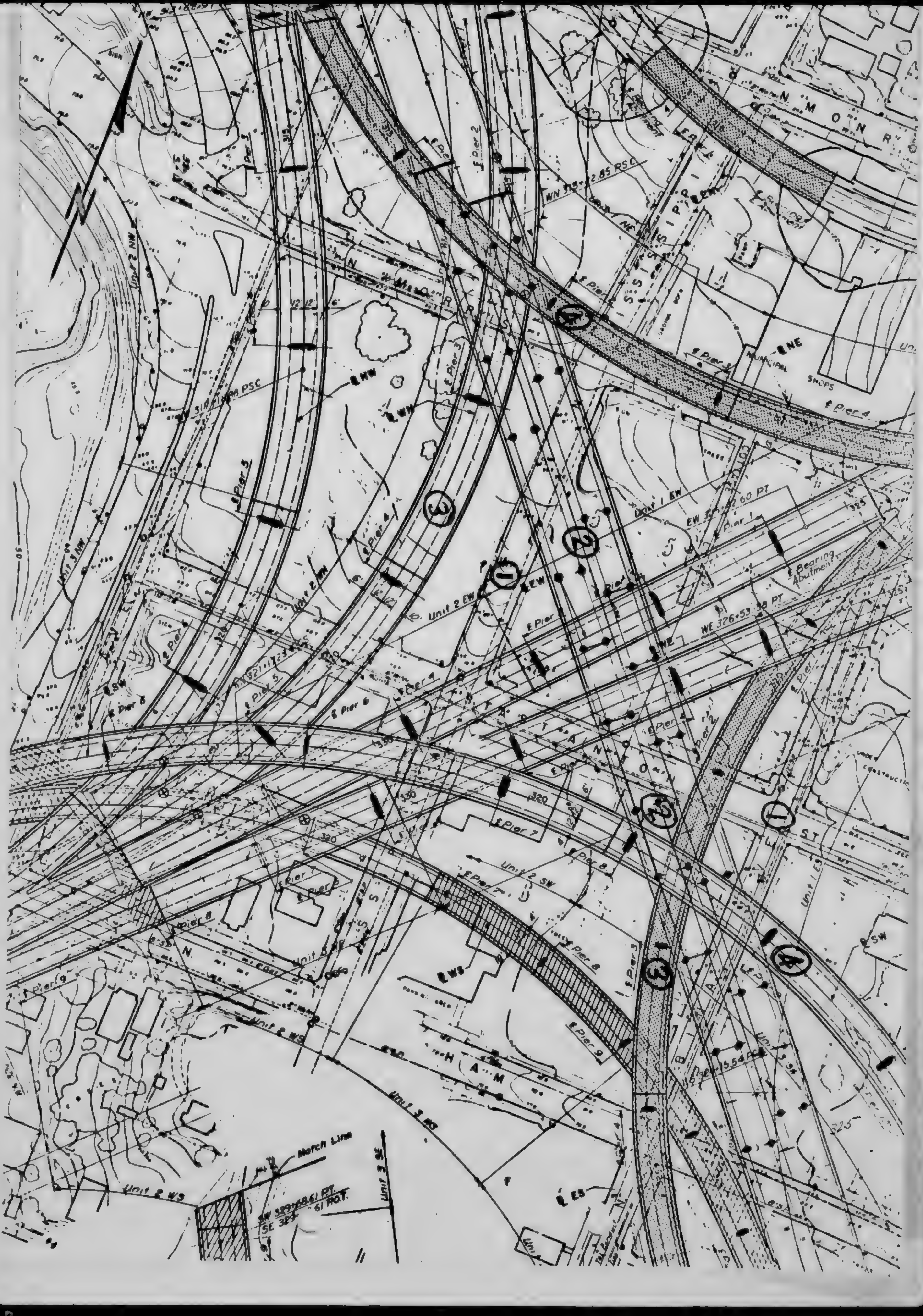
D. J. Barbee
Design Engineer

DNS:jp
Enclos.
cc: F.B. Klaboe ✓

RECEIVED
DEC 2 1969
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE


④
③
②
①
Unit 1 EW
Unit 2 EW
EW 325+72.60 PT.
WE 326+53.38 PT.
℄ Bearing Abutment
℄ Pier 1
℄ Pier 2
℄ Pier 3
℄ Pier 4
℄ Pier 5
℄ Pier 6
℄ Pier 7
℄ Pier 8
℄ Pier 9
MUNICIPAL SHOPS
N. MONROE
WN 313+14.64 PSC
WN 312+22.85 PS
WN 315+22.85 PSC
Unit 2 NW
Unit 3 NW
Unit 2 SW
Unit 2 WS
N. MAIN ST.
N. MONROE ST.


N. MONROE ST.
N. MISSISSIPPI ST.
WN 315+12.85 PSC
Unit 2 NW
Unit 3 NW
311+19.88 PSC
① ② ③ ④
Unit 1 EW
Unit 2 EW
EW 32_+_2.60 PT.
WE 326+53.39 PT.
Bearing Abutment
Pier 1
Pier 2
Pier 3
Pier 4
Pier 5
Pier 6
Pier 7
Pier 8
Pier 9
MUNICIPAL SHOPS
E. TAYLOR ST.
ENE
EWS
ESW
Unit 2 SW
Unit 1 ES
Unit 2 WS
Unit 3 WS
Unit 3 SE
HAM
Match Line
SW 329+68.61 PT.
SE 329+_61 POT.
UNDER CONSTRUCTION
ES
320
325

FORM
FOR FILING
Corres
Proj
[illegible]

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Portland, Oregon
November 14, 1969

To: Mr. D. J. Barbee
Design Engineer
Salem

3127

SUBJECT: I-5 Freeway
East Fremont Interchange Area
Proposed Connections from Greeley Ave. to I-5

Recently the Port of Portland held an informational meeting at which Metropolitan Division representatives attended, at which time they explained the proposed development of Swan Island Industrial Park consisting of both Swan Island and Mocks Bottom. The purpose of the meeting was to present traffic problems in connection with access to and from Swan Island Industrial Park. It was explained that access by way of Portland Boulevard had been explored but was being resisted strenuously by property owners. Another solution was to utilize Going Street expanded to six lanes, and they indicated that with the predicted traffic volumes, widened on- and off-ramps to I-5 would undoubtedly be required as well as possible additional lanes on I-5. At this time our remarks were to the point that the development of Swan Island Industrial Park could hardly be based on utilization of I-5 only and that it would be our recommendation full utilization of city arterials be developed and used before consideration for any improvements to I-5 could be considered.

Subsequent to this the Port of Portland has proposed another possible solution for access by way of N. Greeley Avenue with connections to I-5 in the East Fremont Interchange area.

Enclosed are a letter and sketch map from Mr. D. E. Bergstrom, Traffic Engineer, from the City of Portland, asking that we consider the feasibility of such a plan, and I submit it to you for your comments in order that I may answer both Mr. Bergstrom and the Port of Portland.

Original Signed by A. E. Johnson

A. E. Johnson
Metropolitan Engineer

NOTED
F. B. KLABOE

AEJ:lh
Enc
cc: F. B. Klaboe, w/Attach. ✓
Tom Edwards, "

RECEIVED
NOV 17 1969
OFFICE OF
STATE HIGHWAY ENGINEER

DEPARTMENT OF PUBLIC WORKS
WILLIAM A. BOWES
COMMISSIONER

BUREAU OF TRAFFIC ENGINEERING
D. E. BERGSTROM
TRAFFIC ENGINEER

OFFICE ADDRESS: 420 S. W. MAIN ST.
MAILING ADDRESS: 414 CITY HALL - 97204

1851

CITY OF PORTLAND
OREGON

November 3, 1969

Mr. [illegible] Johnson, Metropolitan Engineer
State Highway Department
5821 N.E. Glisan Street
Portland, Oregon 97213

Dear Mr. Johnson:

As you know, the Port of Portland is studying the problem of a second access to the Swan Island Industrial Park.

One of the possible solutions is to drop N. Greeley Avenue down into Mocks Bottom and encourage the use of N. Greeley Avenue.

We feel this solution has good potential providing access to the freeway can be developed somewhere near the East Fremont Interchange. The enclosed sketch shows an idea that we think might serve this purpose.

Would you please check this and determine if this or a similar plan is feasible? We will gladly discuss this with you.

Sincerely,

D. E. Bergstrom
D. E. BERGSTROM
Traffic Engineer

RCS:ba
Encl.

METROPOLITAN ENGINEER
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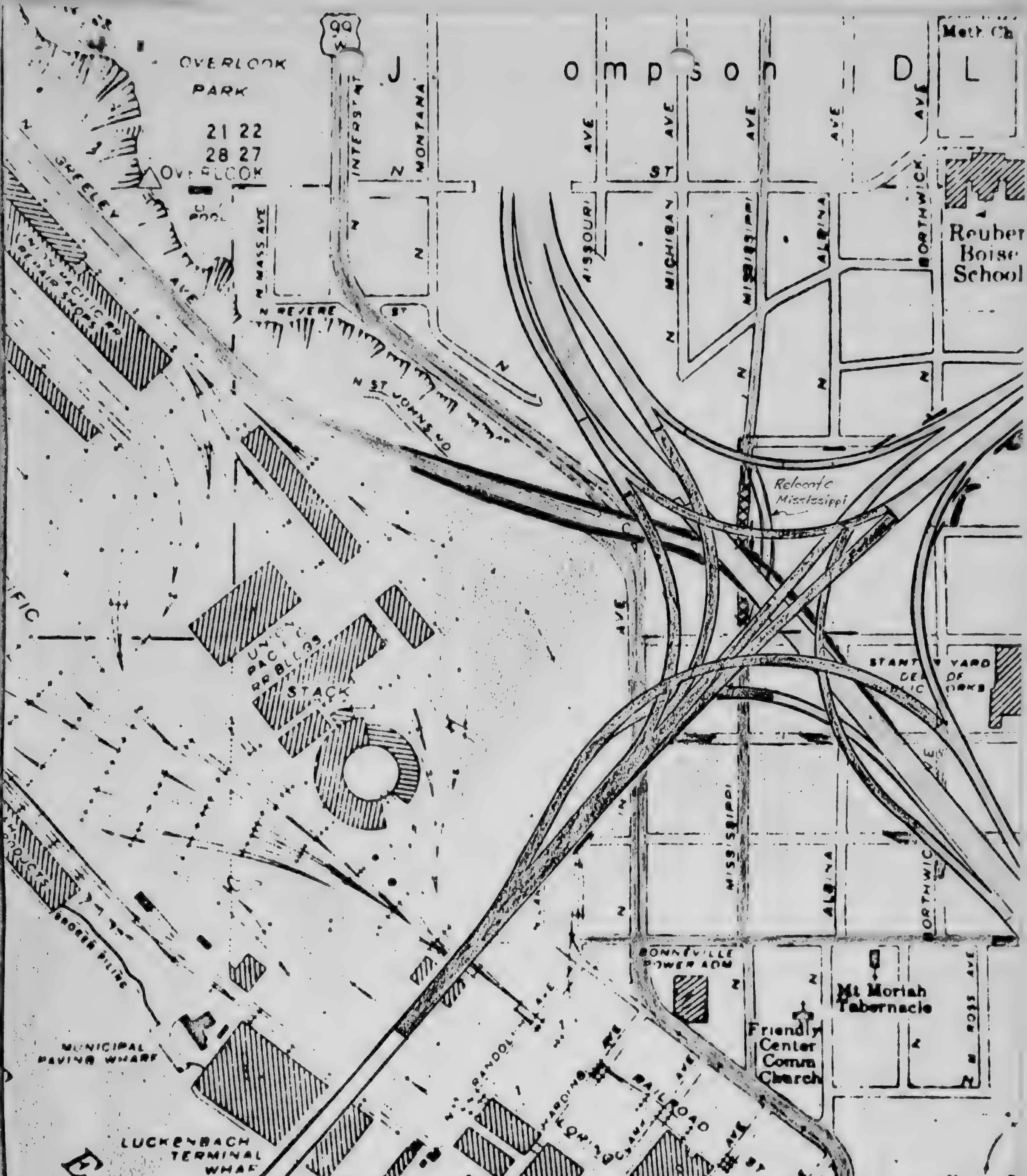
NOV 6 1969
☐ ME ☐ AME ☐ AME ☐ MOE ☐ MOE [illegible]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21 22
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N REVERE ST
N ST JOHNS
GREELEY AVE
UNION PACIFIC RR REPAIR SHOPS
MISSOURI AVE
MICHIGAN AVE
MISSISSIPPI AVE
ALBINA AVE
BORTHWICK AVE
Reuben Boise School
Relocate Mississippi
UNION PACIFIC RR BLDGS
STACK
STANTON YARD DEPT OF PUBLIC WORKS
BONNEVILLE POWER ADM
Mt Moriah Tabernacle
Friendly Center Comm Church
N ROSS AVE
MUNICIPAL PAVING WHARF
LUCKENBACH TERMINAL WHARF
STAN SAND CO WHARF
RANDOLPH AVE
HARDING AVE
RAILROAD AVE
LEWIS ST
ALBINA AVE
E

1729

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon

October 16, 1969

To: Mr. Tom Edwards
Assistant State Highway Engineer
Salem

SUBJECT: Swan Island Industrial Park
North Portland

On October 9, 1969, the Port of Portland held a meeting to brief those in attendance with their plans to develop "Swan Island Industrial Park" and also to acquaint them with traffic problems attendant to the development of this area. Swan Island Industrial Park consists of not only Swan Island itself but the area known as Mocks Bottom, which the Port has been in the process of improving with fill material, etc., for possible industrial development. At the present time access from Swan Island is by way of Going Street, which connects with I-5 in what we know as the Going Street Interchange. A second access point has been contemplated to connect to Portland Boulevard, which has been violently opposed by the residents along Portland Boulevard. In attendance at the meeting in addition to members of this office were representatives of the Portland City Engineer's office, Portland Traffic Engineer's office, Mr. Keefe of the City Planning Commission, and members of the Port and their consultants.

Basically the tone of the meeting was that until improved access is provided the Port will be limited in its sales in the Swan Industrial Park and that the Port of Portland considers the development of access to Swan Island to be a community problem and the responsibility of agencies such as the City of Portland, Multnomah County and the State Highway Department. It is their feeling that access should be directly to I-5 and improvement of access ramps and I-5 itself should be an immediate consideration of the Highway Department. I told Mr. Robert Baldwin that it would be my recommendation that improvements, if done at all, would be withheld until such time as other routes and arterials were carrying their fair share of the traffic from the Swan Island development.

Enclosed herewith is a more complete report of the meeting written by Mr. J. H. Versteeg of this office.

A. E. Johnson
A. E. Johnson
Metropolitan Engineer

AEJ:lh
Enc

[illegible]

copy to Commission 10-20-69

copy: Baldwin [illegible]

NOTED
FORREST COOPER

RECEIVED
OCT 20 1969
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon

October 10, 1969

To: Memo to the File

SUBJECT: Swan Island Industrial Park
North Portland

The Port of Portland held a conference on plans to provide additional or improved access to Swan Island Industrial Park at 11 a.m. October 9, 1969. Prior to this meeting the following Highway representatives L. W. Rulien, A. E. Johnson, D. L. Peterson and J. H. Versteeg were briefed on some of the prior research, planning and cost of relieving the access problems to this Industrial area.

At the 11 a.m. conference Mr. Jim Church was spokesman for the Port, Mr. Fred Miller of Columbia Research presented an economic review, and Mr. Keith Gilbert of Alan M. Voorhus & Associates described their studies to provide access to the area, and their recommendations.

It was stated that the City would receive a possible $1,000,000 annually in taxes and the Port needs the $20,000,000 available from these land sales to develop Rivergate.

Some of the factors affecting the Swan Island development are as follows:

1. (a) 18,000 vehicles ADT during July 1969 (18% trucks)
   (b) 60,000 ADT projected for 1990

2. (a) 5,400 people presently employed on Swan Island
   (b) 16,000 employees projected for 1990

3. (a) 250 - 300 acres of commercial development
   (b) 600 acres of commercial development possible

4. Two access alternates were finally selected for consideration.

   (a) Portland Blvd. connection, total estimated cost $5,197,000
   Port's share: $3,185,000; by others, $2,012,000
   Right of way $760,000

   (b) Greeley Extension - total estimated cost $6,235,000
   Port's share: $3,460,000; by others, $2,778,000
   Right of way $760,000

Because the Mock Crest home owners are unanimously opposed to the Portland Boulevard connection. This alternate is not now under consideration at this time. The Port does have money in their budget to do the work if it were reconsidered.

Under the recommended Greeley Street extension plan, Going Street would be reconstructed. Going Street would be widened to six lanes, interchanged with Greeley Street, go under Interstate Avenue, interchange with I-5 and eventually tie into a future Rose City Freeway to the east. It would be expected to carry 6000 cars peak hour on a reversible lane basis. It is an assumption of this report that a freeway system will be available to handle all this increased traffic load generated by Swan Island.

Mr. Baldwin stated that his staff will recommend to the Port Commission that development of access to Swan Island is a community problem, and all agencies should be involved. He stated a meeting with the Portland City Council, Multnomah Commissioners, State Highway Department and possibly CRAG would be scheduled in the near future.

Some of those present from other agencies were, from the City, Norman Drulard, Richard Spear and Lloyd Keefe; from Alan M. Voorhees & Associates, Keith Gilbert; from Columbia Research, Fred Miller and Wes Myllenbeck; from the Port, Mr. Baldwin, Mr. Jim Church, Newt Andrus and Al Benkendorf.

A. E. Johnson
Metropolitan Engineer

by

J. H. Versteeg
Assistant Metropolitan Engineer

JHV:lh

THE PORT OF PORTLAND
OCT 27 1969
FOR FILE

Const
Prog
Media

10-208

SWAN ISLAND TRAFFIC RE-EVALUATION STUDY PROGRESS REPORT No. 6

October 9, 1969

Members of the Advisory Committee met October 9 to discuss progress made on the project to date. Also meeting with the Advisory Committee were representatives of CRAG and the State Highway Department (a list of participants is attached).

The meeting was chaired by Mr. I. J. Church, the Port's Technical Services Manager. A brief discussion of the study's history was presented by Mr. Church, and then Fred Miller of Columbian Research Institute and Keith Gilbert of Alan M. Voohrees & Associates discussed the present status of their respective efforts on the project.

The key points to emerge from this presentation were:

1. Full development of Swan Island Industrial Park will provide increased tax revenue for the City of Portland.
2. Portland Boulevard is technically the best solution to access problems but is opposed by the neighborhood residents and others.
3. The Greeley Avenue Extension has the support of the neighborhood and other interested citizens. However, it is $1,000,000 more costly.

These findings present a dilemma that can only be solved by full cooperation of all agencies involved. To this end Mr. George Baldwin, General Manager of the Port, stated that unless full cooperation of city, state and Port agencies can be obtained, the full development of Swan Island will be greatly retarded. Each agency will have to provide the needed financial assistance to insure the benefits SIIP holds for the region.

The next action will be to recommend to the Port Commission that a detailed presentation of the study be given to a combined meeting of the City Council, the Board of County Commissioners, and The Port of Portland Commission. It will be the purpose of this presentation to arrive at a consensus as to which course of action to pursue.

NOTED
JON ROSE

NWA:sk
Attachment

NOTED
A. E. JOHNSON

cc: G. M. Baldwin
A. J. Heineman
O. Beeman
I. J. Church
W. G. Proctor
V. Jonasson
A. P. Benkendorf

Wes Myllenbeck
Lloyd Keefe
Don Bergstrom
Norman Drulard
Martin Bouman
Keith Gilbert
Ken Hampton

A. E. Johnson
Ray Cruden
Dennis Peterson
Dick Turner
J. H. Versteig
R. C. Speer
Fred Miller
Larry Rulien

RECEIVED
OCT 24 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Copy Baldwin
10-24-69

NOTED
TOM EDWARDS

1983 SW 185th Ave.-SW Kinnaman 9730
Ave. (Beaverton) Sec. of Farmington Hwy
(Grading, paving & signals)

973

ic Division Administrator

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 3	COUNTY Washington	DIVISION Oregon
DATE OF REPORT 3/9/87	REPORT MADE BY 3 Larry Heil, Assistant Area Engineer		PROJECT NO. IX-9064(3)
COMPLETION DATE (Actual) 8/28/84	ACCEPTANCE DATE BY CONRTACT AGENCY August 7, 1986	TIME ELAPSED 102 %	CONTRACT TIME 220 C. D.

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

S. W. 185TH AVENUE - S. E. KINNAMON
FARMINGTON HIGHWAY
Grading, Paving & Signals

This project provided for the reconstruction and traffic channelization of the intersections on Farmington Highway with 185th Avenue and Kinnamon Avenue. The project involves grading, paving and installation of multi-phase traffic installations.

The contract work was awarded to Febricators, Inc. on October 24, 1983. Work started Junaary 16, 1984 and was completed August 28, 1984. A time extension was granted for extra work which negated the necessity to charge liquidated damages. The final participating construction cost of $161,014 underran the revised authorization. There were no significant overruns/underruns and there were no contract claims.

All physical construction and materials incorporated into this project are considered to be in substantial conformance with the plans and specifications. The contracted work has been satisfactorily completed and acceptance is recommended.

- LMH -

NOTED
V. E. SCHWART

RECEIVED
STATE HWY ENGR
MAR 18'87
REFER TO
Hedrickson
FOR
Info | Inves | R/D | D/R | Sign | Act | File

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Larry Heil		SIGNATURE	
TITLE Assistant Area Engineer	DATE 3-16-87	TITLE District Engineer A	DATE 3/17/87

FORM FHWA 1446B (Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

7130 CL 1986-0336

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
NOV 21 1986
BARBARA ROBERTS
SECRETARY OF STATE

November 19, 1986

IN REPLY REFER TO
FILE NO.: CON 5 - #9730

Weiss, DesCamp, Botteri & Huber
Attorneys at Law
2300 U.S. Bancorp Tower
111 SW Fifth Avenue
Portland, OR 97204

We have received the Notice of Claim dated November 14, 1986, filed on behalf of M. & J. Electric, Inc. dba Marine and Industrial Electric, against the following Highway Division contract:

FILED BY:	M. & J. Electric, Inc., dba Marine and Industrial Electric
AMOUNT:	$1,079.98
FOR:	Labor and materials
AGAINST (PRIME CONTRACTOR):	Fabricators, Incorporated
CONTRACT NO.:	9730
PROJECT:	SW 185th Avenue-SW Kinnaman Avenue (Beaverton) Section, Farmington Highway, Washington County
SURETY:	Industrial Indemnity Co.

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been settled.

Fran Neavoll
COMMISSION SERVICES

cc: Fabricators, Incorporated
2705 Lancaster Drive NE
Salem, OR 97305

Industrial Indemnity Co.
Bond Department
421 SW 6th Avenue
Portland, OR 97204

RECEIVED
NOV 24 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED ON CARD
11-25-86

bc: Secretary of State - please acknowledge receipt of the attached claim on the enclosed copy of this letter. ✓

[illegible]

November 14, 1986

CERTIFIED MAIL - RETURN
RECEIPT REQUESTED

Fabricators, Inc.
2705 Lancaster Drive, NE
Salem, Oregon 97303

From:

WEISS, DesCAMP, BOTTERI & HUBER
A PROFESSIONAL CORPORATION
ATTORNEYS AT LAW
2300 U.S BANCORP TOWER
111 S W FIFTH AVENUE
PORTLAND, OREGON 97204

and

Secretary of State
State Capitol Building
Salem, Oregon 97310

NOTICE OF BOND CLAIM

To: State of Oregon Department of Transportation, Commission Services, Room 121, Transportation Building, Salem, Oregon 97310

NOTICE hereby is given that the undersigned M. & J. Electric, Inc. dba Marine and Industrial Electric has a claim for labor and materials furnished by Marine and Industrial Electric in the sum of one thousand seventy nine dollars and ninety eight cents, ($1079.98), against the bond taken from Fabricators, Inc as the prime and Industrial Indemnity Co. as surety for providing labor and materials to perform electrical work on S. W. 185th Avenue - S. W. Kinnaman Avenue in Beaverton on the Farmington Highway, Washington County, Oregon, under contract number 9730. Such material and labor was supplied to Fabricators, Inc.

M. & J. Electric, Inc., dba
Marine and Industrial Electric

by Anthony W. Nelson

RECEIVED
NOV 17 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Copies by certified mail:
Department of Transportation
Project Office
Industrial Indemnity Co.
11451

9730

September 9, 1986

CON 5 - #9730

Industrial Indemnity Co.
421 S.W. 6th Avenue
Portland, OR 97204

On August 11, 1986, we wrote to you concerning release of final payment on Contract No. 9730 awarded to Fabricators, Incorporated for work on the S.W. 185th-S.W. Kinnaman Avenue (Beaverton) Section of the Farmington Highway in Washington County.

Final payment on this contract is $1,132.37 and the total contract amount is $311,715.23 including $16,280.53 for work performed under force account.

George Bell
Assistant Director

cgc

cc: Fabricators, Incorporated
2705 Lancaster Dr., N.E.
Salem, OR 97305

bc: C.O. Fredrickson
Walt Hart
Rick Kuehn

9730 N

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: S.W. 185th Avenue
S.W. Kinnaman

WEEK ENDING: November 30, 1985

SECTION PREFIX: C09730

HIGHWAY: Farmington

COUNTY: Washington

NAME OF JOB: S.W. 185th Ave., S.W. Kinnaman

KIND OF WORK: Grading, Paving, & Signals

CONTRACTOR: Fabricators, Inc.

CONTRACT NUMBER: 9730

FEDERAL AID PROJECT NUMBER: IX-9064-3

DATE OF CONTRACT: October 24, 1983

DATE WORK STARTED: March 31, 1984

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION. 0

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS 220

WORK DAYS USED

CALENDAR DAYS USED 299

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED 131

PROJECT AUTHORIZATION: $ 324,579

EXCLUSIVE OF ENGINEERING: $ 298,841

ENGINEERING AUTHORIZATION $ 25,738

This Week -0-

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 310,788

ENGINEERING COST TO DATE $ 63,933

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100

ESTIMATED PERCENT: OVERRUN UNDERRUN 15.2 %

PERCENT OF AUTHORIZATION 248 %

DATE PROJECT WAS COMPLETED: August 28, 1984

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Signals	
100	100	100	100	1"-0		100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.5	0.5			0.5
MILES PARTIALLY COMPLETED	0.5	0.5			0.5
MILES COMPLETED	0.5	0.5			0.5
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,460cy	4,280tn			1,500tn
TOTAL QUANTITIES CORRECTED TO DATE	2,328cy	3,696tn			1,781tn
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	2,328cy	3,696tn			1,781tn
AVERAGE DAILY QUANTITIES	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	Compl	Compl			Compl
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY		299		
MONDAY		299		
TUESDAY		299		
WEDNESDAY		299		
THURSDAY		299		
FRIDAY		299		
SATURDAY		299		

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

CONTR. NO: 972[illegible]

DATE: November 30, 1985

SUNDAY	No activity.
MONDAY	No activity.
TUESDAY	No Activity.
WEDNESDAY	No Activity.
THURSDAY	No Activity.
FRIDAY	No Activity.
SATURDAY	No activity

REMARKS

STATUS: Material test summary and remaining semi-final documents submitted to Region on Nov. 28, 1985.

VISITORS: None

NEXT WEEK: All semi=final has been submitted. This will be the last report.

SIGNED Walter Bartel LOCATION Sylvan

Walter Bartel

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

9735

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 5- 1		County Washington
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Project Number IX-9064(3)
MODIFICATION NUMBER 2		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 28 , 19 83 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 163,872.00	$ 178,405.00
Federal funds	$ 107,430.00 (178) 31,860.00 (580)	$ 107,430.00 (178) 43,907.00 (580)
Other revisions		

This modification is made for the following reasons: to include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 25th day of April , 1985 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

for Manager, Program Section
(Title)

~~By~~ For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-78)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON APRIL 16, 1985

FEDERAL AID PROJECT NO. IX-9064(3)

SW 185TH AVE.-S.W. KINNAMAN AVE. (BEAVERTON) SECTION
FARMINGTON HIGHWAY
WASHINGTON COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE SFTY
S.W. KINNAMAN AVE. (STA. 234+20 TO STA. 238+10)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Flagman	$ 15.00	60	$ 900.00	82	$ 1,230.00
Extra for Asphalt Approaches	185.00	8	1,480.00	10	1,850.00
Type "C" Curb (PA #4)	3.95	---	---	99.10	391.45
Remove & Reinstall Circle "K" Sign (E.W.O. #2)	---	---	4,072.48	---	4,509.26
Replace Existing Underground (E.W.O. #6)	---	---	---	---	7,596.56
Permanent Signing (SFO #3)	---	---	300.00	---	3,500.00
Subtotal			$ 6,752.48		$ 19,077.27

Increase	$ 12,324.79
Subtotal of previous estimate of Oct. 9, 1984	60,397.50
Subtotal	$ 72,722.29
Engineering	10,907.71
Total	$ 83,630.00

TYPE CODE Y031
TRAFFIC SIGNALS

Total the same as of October 9, 1984	$ 94,415.00

SUMMARY OF FUNDS

Description	Appn Code	Total Cost	Federal Funds	County Funds
Safety Work	178	$ 33,206.00	$ 28,225.00	$ 4,981.00
Safety Work	580	50,424.00	42,860.00	7,564.00
Traffic Signals	178	93,183.00	79,205.00	13,978.00
Traffic Signals	580	1,232.00	1,047.00	185.00
Total		$ 178,405.00	$ 151,337.00	$ 26,708.00

Group 1 42%; Group 2 58%
Contract No. 9730
Prefix: 134-1915 Prefix: 134-1096
RHZ:bkb

9730

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 10-174	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
MODIFICATION NUMBER 1		County Washington
		Project Number IX-9064(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 28, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 126,389.00	$ 163,872.00
Federal funds	$ 107,430.00	$ 107,430.00 (178) 31,860.00 (580)
Other revisions		

This modification is made for the following reasons: to include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 16th day of October, 19 84.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX By For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON OCTOBER 9, 1984

FEDERAL AID PROJECT NO. IX-9064(3)

SW 185TH AVE.-SW KINNAMAN AVE. (BEAVERTON) SECTION
FARMINGTON HIGHWAY
WASHINGTON COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE SFTY
SW KINNAMAN AVE. (STA. 234+20 TO STA. 238+10)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Class "B" or Class "C" Asphalt Concrete	$ 24.00	240	$ 5,760.00	283.52	$ 6,804.48
12-Inch Sewer Pipe	12.00	150	1,800.00	176.591	2,119.09
Extra for Asphalt Approahces	185.00	5	925.00	8	1,480.00
General Excavation (PA #2)	7.25	---	---	2,400	17,400.00
Temporary Striping & Removal (FA #1)	---	---	200.00	---	2,000.00
Remove & Reinstall "Circle K" Sign (FA #2)	---	---	---	---	4,072.48
Remove Part of Concrete Island & Install Curb (FA #3)	---	---	---	---	1,300.00
Relocate Terminal Cab (FA #4)	---	---	---	---	450.00
Reconnect Drains (FA #5)	---	---	---	---	700.00
Permanent Signing (SFO #3)	---	---	---	---	3,500.00
		Subtotals	$ 8,685.00		$39,826.05

Increase	$	31,141.05
Subtotal from Estimate of October 13, 1983		29,256.45
Subtotal	$	60,397.50
Engineering		9,059.50
Total	$	69,457.00

Type Code Y031
Traffic Signals

Subtotal from Estimate of October 13, 1983	$ 82,100.00
Engineering	12,315.00
	$ 94,415.00

SUMMARY OF FUNDS (85%)

Description	Appn Code	Total Cost	Federal Funds	County ~~State~~ Funds
Safety Work	178	$ 33,206.00	$ 28,225.00	$ 4,981.00
Safety Work	580	36,251.00	30,813.00	5,438.00
Traffic Signals	178	93,183.00	79,205.00	13,978.00
Traffic Signals	580	1,232.00	1,047.00	185.00
Total		$ 163,872.00	$ 139,290.00	$ 24,582.00

Group 1 - 42%; Group 9 - 58%
Contract No. 9730
Prefix: 134-1915
Prefix: 134-1096
WH:bkb

$7.50

OMB No. 04-R2089

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NO.

11-258

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

11-[illegible]-83

State: OREGON

County: WASHINGTON

Project No.: IX-9064(3)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

S.W. 185th Ave.-S.W. Kinnaman Ave. (Beaverton)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	9-7-83	0.00

OTHER *(Specify)*

FUNDS PRO RATA 85.00%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 126,389.00	$ 107,430.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XX FOR: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator NOV 28 1983

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon October 13, 1983

Federal-Aid Project No. IX-9064(3)

S.W. 185th Ave.-S.W. Kinnaman Ave. (Beaverton) Section
Farmington Highway in Washington County

PROJECT AGREEMENT ESTIMATE

Type Code SFTY
S.W. Kinnaman Ave. (Sta. 234+20 to Sta. 238+10)

Mobilization	(20%) All Required		$ 5,400.00
Temporary Protection and Direction of Traffic	(10%) All Required		700.00
Temporary Signs	150 Sq. Ft.	7.00	1,050.00
Flagmen	60 Hours	15.00	900.00
Removal of Structures and Obstructions	(20%) All Required		2,000.00
Embankment in Place	12 Cu. Yd.	7.00	84.00
Trench Excavation	60 Cu. Yd.	10.00	600.00
Finishing Roadbed and Slopes	(20%) All Required		200.00
Watering	30 M-Gal.	20.00	600.00
Coarse Aggregate Base	850 Ton	6.00	5,100.00
3/4"-0 Aggregate Base	100 Cu. Yd.	7.00	700.00
Class "B" or Class "C" Asphalt Concrete	240 Ton	24.00	5,760.00
12-inch Sewer Pipe	150 Lin. Ft.	12.00	1,800.00
Concrete Inlets, Type G-1	1 Each	290.00	290.00
Concrete Walks	83 Sq. Yd.	9.25	767.75
Concrete Driveways	34 Sq. Yd.	13.80	469.20
Concrete Curbs, Type C	90 Lin. Ft.	3.95	355.50
Extra for Asphalt Approaches	5 Each	185.00	925.00
Drainage Curb	190 Lin. Ft.	2.00	380.00
Adjusting Manholes	1 Each	275.00	275.00
			$ 28,356.45

Anticipated Items

Permanent Pavement Striping	(20%) All Required		$ 500.00
Temporary Pavement Striping	(20%) All Required		200.00
Removal Pavement Striping (Exist. & Temp.)	(20%) All Required		200.00
			$ 900.00
		Subtotal	$ 29,256.45
		Engineering	3,949.55
		Total	$ 33,206.00

Type Code Y031
Traffic Signals

Traffic Signal Installation, Complete	All Required		$ 70,000.00
Fire Preemption System, Complete	All Required		7,000.00
			$ 77,000.00

Anticipated Items

Signal Controller Testing	All Required		$ 3,100.00
Signal Turn-On and Software	All Required		2,000.00
			$ 5,100.00
		Subtotal	$ 82,100.00
		Engineering	11,083.00
		Total	$ 93,183.00

Length of Project	0.00 miles

Retained in Program

Permanent Signing	All Required	$ 300.00

SUMMARY OF FUNDS (85%)

Description	Total Cost	Federal Funds	County Funds
Safety Work S.W. Kinnaman Ave.	$ 33,206.00	$ 28,225.00	$ 4,981.00
Traffic Signals	93,183.00	79,205.00	13,978.00
Total	$ 126,389.00	$ 107,430.00	$ 18,959.00

Group 1 42%; Group 9 58%
Contract No. 9730
Prefix: 134-1915
Prefix: 134-1096

S.W. 185th Ave.-S.W. Kinnaman Ave. (Beaverton) Sec.

Non-participating
S.W. 185th Ave. (Sta. 193+05 to Sta. 207+70)

Mobilization	(80%) All Required		$ 21,600.00
Temporary Protection and Direction of Traffic	(90%) All Required		6,300.00
Temporary Signs	250 Sq. Ft.	7.00	1,750.00
Temporary Barricades	3 Each	100.00	300.00
Temporary Plastic Safety Markers	25 Each	65.00	1,625.00
Flagmen	440 Hour	15.00	6,600.00
Removal of Structures and Obstructions	(80%) All Required		8,000.00
Embankment in Place	1,448 Cu. Yd.	7.00	10,136.00
Trench Excavation	450 Cu. Yd.	10.00	4,500.00
Finishing Roadbed and Slopes	(80%) All Required		800.00
Watering	60 M-Gal.	20.00	1,200.00
Coarse Aggregate Base	2,950 Ton	6.00	17,700.00
3/4"-0 Aggregate Base	380 Cu. Yd.	7.00	2,660.00
Class "B" or Class "C" Asphalt Concrete	1,260 Ton	24.00	30,240.00
12-inch Culvert Pipe	200 Lin. Ft.	9.00	1,800.00
8-inch Culvert Pipe	130 Lin. Ft.	9.00	1,170.00
12-inch Sewer Pipe	950 Lin. Ft.	12.00	11,400.00
Extra for Pipe Under Pavement	100 Lin. Ft.	15.00	1,500.00
Concrete Manholes	1 Each	1,000.00	1,000.00
Concrete Inlets, Type CG-1	6 Each	315.00	1,890.00
Concrete Inlets, Type CG-2	3 Each	325.00	975.00
6-inch Drain Pipe	110 Lin. Ft.	6.00	660.00
Filter Fabric	110 Sq. Yd.	2.50	275.00
Gravel in Drains	20 Cu. Yd.	20.00	400.00
Concrete Walks	1,047 Sq. Yd.	9.25	9,684.75
Concrete Driveways	256 Sq. Yd.	13.80	3,532.80
Concrete Curbs, Type A	1,670 Lin. Ft.	10.30	17,201.00
Concrete Curbs, Type C	210 Lin. Ft.	3.95	829.50
Concrete Islands	6 Cu. Yd.	72.00	432.00
Extra for Asphalt Approaches	4 Each	185.00	740.00
Extra for Asphalt Ramp	1 Each	125.00	125.00
Drainage Curb	20 Lin. Ft.	2.00	40.00
Adjusting Manholes	6 Each	275.00	1,650.00
Single Mail Box Supports	4 Each	75.00	300.00
			$ 169,016.05

Anticipated Items

Permanent Signing	(80%) All Required		$	1,200.00
Permanent Pavement Striping	(80%) All Required			2,000.00
Temporary Pavement Striping	All Required			800.00
Remove Pavement Striping (Exist. & Temp.)	(80%) All Required			800.00
Roadside Seeding & Mulching	All Required			500.00
			$	5,300.00
		Subtotal	$	174,316.05
		Engineering		23,531.95
		Total	$	197,848.00

DAR:pf

April 1, 1985

CON 5

Fabricators, Inc.
2705 Lancaster Drive NE
Salem, Oregon 97305

Time Extension Request
SW 185th-SW Kinnaman
Contract No. 9730
FAP No. IX-9064(3)

Upon review, we acknowledge that additional contract time is warranted for the completion of the above contract due to the time required for the State to evaluate the earthwork design error in the contract plans. A contract time adjustment of an additional 35 1/2 calendar days is accordingly granted for this reason.

This will eliminate all liquidated damages under this contract.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk sl

bc H. S. Coulter
C. O. Fredrickson
Al Harwood
Walt Bartel
FHWA (See P.A. No. 2)
Bruce Walton

9730

January 18, 1985

Fabricators, Inc.
2705 Lancaster Dr. NE
Salem, Oregon 97305

CON

REVISED LETTER

Time Extension Request
SW 185th-SW Kinnaman
Contract No. 9730
FAP No. IX-9064(3)

Your request for additional contract time in which to complete the above project has again been reviewed.

Although not specifically included in your request, we have evaluated the contract time required to perform extra work and the effects of June, 1984 weather conditions. As a result of these considerations, a contract time adjustemnt of an additional 36 1/2 calendar days is granted. A contract time adjustment of an additional seven days was granted earlier.

The adjusted contract time of completion for this contract is 263 1/2 calendar days. There remain 35 1/2 calendar days of liquidated damages under this contract. Should you wish further review of this matter, please contact Project Manager Walt Bartel.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk sl

bc H. S. Coulter
C. O. Fredrickson
Al Harwood w/att.
Walt Bartel w/att.
FHWA w/att.
Bruce Walton

91

January 15, 1985

Fabricators, Inc.
2705 Lancaster Dr. NE
Salem, Oregon 97305

CON

Time Extension Request
SW 185th-SW Kinnaman
Contract No. 9730
FAP No. IX-9064(3)

Your request for additional contract time in which to complete the above project has again been reviewed.

Although not specifically included in your request, we have evaluated the contract time required to perform extra work and the effects of June, 1984 weather conditions. As a result of these considerations, a contract time adjustemnt of an additional 26 1/2 calendar days is granted. A contract time adjustment of an additional seven days was granted earlier.

The adjusted contract time of completion for this contract is 263 1/2 calendar days. There remain 35 1/2 calendar days of liquidated damages under this contract. Should you wish further review of this matter, please contact Project Manager Walt Bartel.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk sl

bc H. S. Coulter
C. O. Fredrickson
Al Harwood w/att.
Walt Bartel w/att.
FHWA w/att.
Bruce Walton

STATE OF OREGON

INTEROFFICE MEMO

TO: BRYANT JACKMOND
Contract Administration Engineer

DATE: November 29, 1984

FROM: Marion Craft
MARION CRAFT
Metro Region Construction Engineer

SUBJECT: SW FARMINGTON AVE.-SW KINNAMAN AVE. (BEAVERTON)
Farmington Road
Washington County
Contract 9730

Attached is a letter from Walt Bartel providing additional data and information on Fabricators' original Time Extension Request. There was mention in the original request and in our analysis that there may be additional time justified due to extra work that was anticipated, and also due to reanalyzing the effect of some of the extra work.

Walt's letter lists several items of extra work and his recommendation for days due to each of these items of extra work. His analysis seems reasonable and I concur in his recommendation of 54 additional calendar days time extension. If you need more information please let me know.

1-8-85

W. E. Schwartz –

I recommend an additional time extension of 36 1/2 calendar days. See my notes on Project Manager's report of 9-6-84.

D. A. Jackmond

MC/gw
Attachment
cc Walt Bartel

CE____CAE____ RECEIVED LS ..... TC .....
COE____ON____ SA ..... CE .....
CA________ NOV 30 1984 FE ....
CAM________ MA ....
CF________ CONSTRUCTION QCS ....
EEO ________ SECTION FILE ....

83-1307

STATE OF OREGON

INTEROFFICE MEMO

TO: Marion Craft
Region Engineer

DATE: September 6, 1984

Walter Bartel
FROM: Walt Bartel
Project Manager

OM MRE OE DPM
YCS RECEIVED
CSA Metro Region
PA EM BUD

SUBJECT: S.W. Farmington Avenue-S.W. Kinnaman Avenue (Beaverton)
Farmington Road
Washington County
Contract No. 9730

The contractor for the subject project, Fabricators, Inc., requested a 61 day calendar day time extension dated June 1, 1984. The "Contractor's Request for Adjustment of Contract Time" was reviewed at that time, and an additional 7 calendar days were granted on 21 August 1984 due to the performance of extra work.

The contract work was completed and the second notification was dated August 28, 1984. A total of 79 excess days were used by the contractor to complete the project work. Since the date of the original request for an adjustment of the contract time, some additional extra work has been performed which was not considered in the original request. A summation of all extra work performed on the project is as follows.

E.W.O.#1, Pavement Stripe Removal - 2½ days were used to remove existing striping. 2½

E.W.O.#2, Relocate Commercial Sign - work was performed in 6 days to remove the "Circle K" commercial sign and reinstall the sign outside of the R/W line. 6

E.W.O.#3, Modify Existing Planter - 2 days were required to clear the existing vegetation, remove the retaining curb, and reconstruct the concrete curb, including backfilling behind the curb and shaping the slope. 2

E.W.O.#4, Relocate Terminal Cabinet - 1 day was used to remove and reinstall the cabinet behind the pedestrian heads. 1

E.W.O.#5, Reconnect Drains - 1 day was spent connecting existing roof and parking lot drains to the storm sewer system. 1

E.W.O.#6, Replace 2-Inch Electriacal Conduit - 4 days were used to locate the existing conduit, which was blocked and jack a new conduit beneath the roadway once it was determined that the existing conduit was useable. 4

16½
17
×2
34✓

1) 17 total days were spent on the performance of extra work. For each day spent on performing extra work, I estimate that another day was lost in preparing resumption of anticipated construction activity. Therefore, I recommend that a total of 34 calendar days be granted for performing extra work on the project.

) The general excavation within the project limits was performed primarily during the month of June. The excavation consisted of cuts along the existing pavement to a depth of 16 inches. A record rainfall amount occurred during the month of June saturating the excavation areas. The excess moisture in the excavation areas contributed

B) to the unstability of the subgrade, and rather than subexcavate the subgrade which would have been more difficult, adding to the project cost, the decision was made to aerate the soil. By aerating the soil, the contractor suffered a delay of 20 calendar days. I recommend that 20 additional days be granted during the period the contractor was aerating the subgrade excavation areas.

Based on extra work and delays caused by aerating the subgrade in the excavation areas, I recommend a total time extension of 54 calendar days. 7 days were previously granted entitling the contractor to an additional 47 calendar days.

cc: files

34
20
54

1-8-85

W. E. Schwartz -

I recommend a time extension of 36½ calendar days.

Additional Comments:

Ⓐ The Project Manager's allowance of one day to remobilize for each day spent on "extra" work is not supported and is not recommended.

Ⓑ Section 203.44 of the Standard Specifications state that removal of excess moisture is a contractor responsibility. Weather records indicate that rainfall during June, 1984 was "reasonably unpredictable" and I therefore agree with the Project Manager and recommend a 20 C.D. time extension for this reason

A prior time extension of 7 C.D. was granted on 8-21-84.

O. B. Jackmond

973

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9064(3)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00027

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10/9/84	8. FEDERAL ROUTE NUMBER FAU 9064	9. STATE ROUTE NUMBER Secondary 142

10. GENERAL LOCATION:

SW 185th Avenue - SW Kinnaman Avenue (Beaverton)

11. GENERAL DESCRIPTION OF WORK

Remove drainage curb and extend 12 inch sewer pipe

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 10/9/84 as requested in Mr. Fredrickson's letter of 11/5/84 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 6 is approved for a TEC of $800; Federal Funds $680.

RECEIVED
STATE HWY ENGR
NOV 8 '84
REFER TO Potter
FOR
Info Inv R/D D/R Sign Act File

14. DATE 11/7/84	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 25, 1984

In Reply Refer to
File No.:
CON 5

Fabricators, Inc.
2705 Lancaster Dr. NE
Salem, OR 97305

Time Extension Request
SE 185th Ave.-SE Kinnaman Ave.
Contract No. 9730

This is in response to your October 16 letter protesting the engineer's decision of the above time extension request.

The Division does have an informal administrative process to handle such protests. The procedure is for the contractor to notify the Project Manager of the protest and to request a review by the "engineer". The Project Manager will then arrange a meeting with the Assistant State Highway Engineer for Operations to allow the contractor to fully explain his reasons for protest. The meeting will also be attended by the Project Manager, the Region representative and the Construction Section representative. The meeting is informal and the contractor may be represented by counsel, if desired. If you wish such a meeting to present your reasons for protest, please so advise Project Manager Walt Bartel.

The above described informal administrative process is not a contractual requirement but is available as an alternative to legal action. You may, of course, undertake legal action at any time you choose to do so.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer
for Operations

cc: Walt Bartel
Al Harwood w/att.

TE/110

Form 734-3122

FABRICATORS INCORPORATED
EQUIPMENT SALES, RENTAL AND REPAIR
2705 LANCASTER DRIVE N.E. • SALEM, OREGON 97303 • PHONE (503) 363-2479

October 16, 1984

RECEIVED
STAT. HWY ENGR

OCT 18 '84

REFER TO Jackmond
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		✓				

wg
10/23
due
10/31

Mr. W.E. Schwartz, P.E.
Assistant State Highway Engineer
140 Transportation Bldg.
Salem, OR 97310

CERTIFIED MAIL/RETURN RECEIPT

Re: Time Extension, SE 185th Ave - SE Kinnaman Ave.
Oregon State Highway Dept. Contract #9730

Dear Pat:

Per your letter of August 21, 1984, (copy attached), Mr. Walt Bartel says he needs no further information on the time request for price agreement #2 as he considers it a "dead issue". I therefore assume that since the time extension request has come to your attention and was subsequently denied, that we have exhausted any review of the subject.

Therefore, since the only avenue available to us at this time is legal action, I suggest that you re-"carefully review" your denial.

I find it inconceivable that the State could change a job from 1460 yards embankment in place requiring 200-400 yards import to a job that ultimately had 2400 yards excavation, 500 yards embankment and 1900 yards waste, wait two months to get computer runs (staked early January "runs" back in March statement per Walt Bartel) to confirm this, and expect the contractor to "proceed in the meantime under a claims condition" (statement per Marion Craft) and rely on "fair treatment" by the Highway Department to make an equitable adjustment in cost. These changes would result in $13,900 in expense over unit income. I'm glad this is your problem to explain and not mine because it appears that ignoring 65 days to re-engineer the job at the contractor's expense is not "fair treatment".

Schwartz/Page 2 October 16, 1984

The State has wrongfully withheld liquidated damages from us for 65 days at $150/day for $9,750. Fabricators hereby demands payment of this amount per sections 109.04 and 109.05 with legal interest until payment is made in full.

Sincerely,

Roy L. Houck, Jr.
President

RLH:slk

cc Mr. Walt Bartel
Mr. Dan Seifer

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 21, 1984

In Reply Refer to
File No.:

CON 5

Fabricators, Inc.
2705 Lancaster Dr. NE
Salem, OR 97305

Time Extension Request
SW 185th-SW Kinnaman (Beaverton)
Contract No. 9730
FAP No. IX-9064(3)

Your request for 61 additional calendar days in which to complete the above project has been carefully reviewed. Your request was based on P. A. No. 2, which changed the basis of earthwork measurement and payment from "embankment in place" to "excavation". This change did not delay project commencement or completion and your request is accordingly denied.

A review of project records indicates that a contract time adjustment of an additional 5 calendar days is warranted due to the extra work performed under EWO No. 2, and an additional 2 calendar days for work done under EWO No. 4. Therefore, a contract time adjustment of an additional 7 calendar days is granted due to performance of extra work. The adjusted contract time of completion for this project is 227 calendar days.

Should you wish to submit additional data, or to further review this matter, please contract Project Manager Walt Bartel.

Wernon E. Schwartz

W. E. Schwartz, P.E.
Ass't. State Highway Engineer
for Operations

RECEIVED
AUG 21 1984

Form 734-3122

STATE OF OREGON

INTEROFFICE MEMO

): BRYANT JACKMOND
Contract Administration Engineer

DATE: July 27, 1984

ROM: Marion Craft
MARION CRAFT
Metro Region Construction Engineer

JBJECT: SW 185th AVE.-SW KINNAMAN SECTION
(BEAVERTON)
Farmington Highway
Contract No. 9730

Attached is a "Contractor's Request for Adjustment of Contract Time", in which he asks for a two month time extension, based on a change in one of the bid items (BI #8 - Embankment in place) to a general excavation item, covered by Price Agreement #2.

The contractor's reasoning is based on the time it took from the time we discovered the problem until a signed price agreement and verbal approval was given to the contractor. Walt Bartel has determined that on February 29, 1984, we realized there was an excess of quantity of excavation, and the signed price agreement and verbal approval was given to the contractor on April 27, 1984. This is about equal to the 60 days the contractor is asking.

Walt analyzes the request and concludes that the amount of work actually decreased, and that if he had wanted to, the contractor could have gone ahead and got the work done.

Walt has determined that there was unanticipated extra work that affected the job, and recommends 7 days for this work. He also lists anticipated extra work items for which he is recommending 3 days.

P.M. suggests
hold until
work done.
OWG

I concur in his analysis, and recommend we grant 10 days due to extra work that had an impact on the time on the job.

MC/gw
Attachment
cc Walt Bartel

W. E. Schwartz:
I concur with Region and Proj. Mgr. and recommend a 7 C.D. time ext. for work done under EWO #2 and #4.
O. B. Jackmond

CE...... CAE...... RECEIVED LB...... TC......
COE...... OM...... BA...... CC......
CA.............. JUL 31 1984 FE..............
CAM.............. NA..............
CP.............. CONSTRUCTION QCS..............
CEO.............. SECTION FILE..............

SC

9130

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9064(3)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00027

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 26 '84
REFER TO Potter
FOR
Info Inves R/D D/R Sign Act File

Orig to
[illegible]

7. DATE AUTHORIZATION EFFECTIVE 4-24-84

8. FEDERAL ROUTE NUMBER FAU 9064

9. STATE ROUTE NUMBER Secondary 142

10. GENERAL LOCATION:

S.W. - 185th Ave. - S.W. Kinnaman (Beaverton)

11. GENERAL DESCRIPTION OF WORK

Furnish and install permanent signs

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~XXXXXXXXXXXXXXXXX~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 4-24-84 as requested in Mr. Fredrickson's letter of 6-18-84 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 3 is approved for a TEC of $3,500 Federal Funds $2,975.

14. DATE 6-21-84

15. SIGNATURE OF APPROVING OFFICIAL G K [illegible]

16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9730

DATE: February 29, 1984 CON 5

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Notification Contract Work Started
Federal-aid Project Number
IX-9064(3)

Contract 9730, Work Started January 16, 1984

Project SW 185th Ave.-SW Kinnaman Ave. (Beaverton)

Highway Farmington

County Washington

RDC:mk

cc: R. D. Church

CPC/FL3

7730

RECEIVED
TECHNICAL SERVICES
[illegible] 15 '83
REFER TO
FOR
File
Act
Sign
O/R
R/D
Inves
Info

November 14, 1983

Mr. Robert C. Cruz
Division Engineer
Unified Sewerage Agency
of Washington County
150 N. First Avenue
Hillsboro, OR 97123

Sanitary Sewer Manhole Adjustment
S.W. 185th Ave.-S.W. Kinnaman Ave.
(Beaverton) Section
Farmington Highway
Washington County
Project No. IX-9064(2)

Dear Mr. Cruz:

Reference is made to my letter of July 21, 1983 which set forth the terms for including the adjustment of Unified Sewerage Agency's conflicting sanitary sewer manholes in the highway construction contract for the above-titled project. Those terms were accepted by your Agency. A copy of my July 21, 1983 letter is attached for your reference.

Bids have been received on the subject project and the contract was awarded to the low bidder, Fabricators, Incorporated, 2705 Lancaster Drive N.E., Salem, OR 97305.

Fabricators, Inc.'s bid for Item 034, Adjusting Manholes, is $275.00 each. A copy of the Bid Schedule is attached. The estimated cost to Unified Sewerage Agency is now:

Adjusting Manholes 5 ea. @ $275.00 = $1,375.00

You are now requested to forward a check in the amount of $1,375.00, made payable to the Oregon State Highway Division, to this office at the earliest possible date.

If more or less manholes require adjustment, an appropriate adjustment will be made upon completion of the State's project.

Your cooperation in this matter is appreciated.

Yours truly,

Jack M. Cartwright

Jack M. Cartwright
Utility Relocation Coordinator

JMC/llr
Attachments

bc: E. S. Hunter
D. E. Swan
E. L. Hardt
J. W. Cochell
Jan Peterson - w/att.
Ted Inloes - w/att.

9730 5

November 4, 1983

Fabricators, Incorporated
2705 Lancaster Dr., NE
Salem, OR 97305

CON 5
#9730

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 9730 for work on the S.W. 185th Avenue-S.W. Kinnaman Avenue (Beaverton) Section of the Farmington Highway in Washington County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

de
Encl.

cc: Industrial Indemnity Company
Attn: Bond Department
421 S.W. 6th Avenue
Portland, OR 97204

bc: C. T. Keasey
Walt Hart
Robert Church
Jan Peterson
E. L. Hardt
James Cochell
L. E. George

FABRICATORS INCORPORATED

2705 LANCASTER DRIVE N.E. • SALEM, OREGON 97303 • PHONE (503) 363-2479

October 4, 1983

Oregon State Highway Division
Transportation Bldg.
Salem, OR 97310

#9730

Gentlemen:

Fabricators, Incorporated intends to subcontract to DBE/MBE/WBE Companies on the S.W. 185th Ave. - S.W. Kinnaman Ave. section. The items of work we will subcontract on this project are:

ITEM	DESCRIPTION	QUANTITY	CONTRACT PRICE	AMOUNT
6	Flagging	500 hrs.	$15.00	$7,500.00

We will subcontract this item to a WBE Enterprise, PAM Construction, Inc., 650 Candalaria Blvd., Salem, which item amounts to 2.7% of the anticipated contract value.

ITEM	DESCRIPTION	QUANTITY	CONTRACT PRICE
36	Traffic Signal Inst.	L.S.	$70,000.00
37	Fire Pre-emption Sys.	L.S.	7,000.00

We will subcontract these items to a DBE Enterprise, Marine and Industrial Electric, P.O. Box 4529, Portland, 97208, which items amount to 27.9% of the anticipated contract value.

We are pursuing additional DBE/MBE/WBE Enterprises, and if satisfactory subcontractors or suppliers can be obtained for this project, we will so inform you of our success in reaching an even higher goal on this particular project.

Very truly yours,

Jim Lambie

Mr. Jim Lambie
FABRICATORS, INCORPORATED

cc PAM Construction, Inc.
Marine & Industrial Electric

RECEIVED
OCT - 4 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CC: Kay Turner

9730

5

rll

U. S. DEPARTMENT OF TRANSPORT ION
FEDERAL HIGHWAY ADMINIST ION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9064(3)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00027

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/7/83

8. FEDERAL ROUTE NUMBER FAU 9064

9. STATE ROUTE NUMBER Secondary 142

10. GENERAL LOCATION:
SW 185th Avenue - SW Kinnamon Avenue (Beaverton) Section

11. GENERAL DESCRIPTION OF WORK
Channelization and traffic signals

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Anticipated items as shown in your "PS&E" Estimate dated 9/7/83

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Potter's 9/2/83 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $153,218 Federal Funds $130,234.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
SEP 19 '83
REFER TO Potter
FOR
Info Inves R/D D/R Sign Act File

Orig w/ att. to
9/19

14. DATE 9/7/83

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9730

5

RECEIV
TECHNICAL SERVICES
JUL 21 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
E. S. HUNTER

July 21, 1983

Mr. Robert C. Cruz
Division Engineer
Unified Sewerage Agency
of Washington County
150 N. First Avenue
Hillsboro, OR 97123

Sanitary Sewer Manhole Adjustment
S.W. 185th Ave.-S.W. Kinnaman Ave.
(Beaverton) Section UNIT 1
Farmington Highway G-4-SIGNALS
Washington County
Project No. IX-9064(2)

Dear Mr. Cruz:

Bids will be received by the Oregon Transportation Commission on the above-titled highway project on September 22, 1983. Seven (7) sanitary sewer manholes owned by your Agency conflict with the proposed construction and will have to be adjusted. The conflicting manholes are shown, highlighted in red, on the attached preliminary plan sheets 3 and 4 for the project.

Five of the manholes are located on State highway right of way, therefore, the cost of adjustment is not reimbursable. The cost of adjustment will have to be paid by your Agency. Two of the manholes are located on County road right of way, therefore, pursuant to the terms of ORS 366.321 the cost of adjustment is reimbursable.

Your letter, dated June 24, 1983, requested that the adjustment of your sanitary sewer manholes be included as a bid item in the highway construction contract. Your request has been accepted and the manholes are shown on the plans to be adjusted by the highway project contractor. Estimated cost to your Agency is as follows:

Adjust Manhole 5 @ $200 = $1,000

The Oregon State Attorney General's office has set forth an opinion, based on the statutes governing the allocation of highway construction costs, that the cost of non-highway construction (your sanitary sewer manholes in this case) must be deposited with the agency administering the highway construction contract in advance of actual construction. The State Highway Division will be administering the contract for this project, therefore, your agency will be required to reimburse the State Highway Division.

Upon award of the contract for the subject project, your Agency will be advised of the unit bid price for the adjustment of manholes as submitted by the accepted low bid contractor. Your Agency will be requested at that time to forward a check to cover the cost of adjusting the five sanitary sewer manholes located on State highway right of way.

If the terms set forth above, for the adjustment of your sanitary sewer manholes is acceptable to the Agency, please execute two copies of this letter in the space provided below and return the two copies to this office.

Yours truly,

Jack M Cartwright

Jack M. Cartwright
Utility Relocation Coordinator

JMC/llr

APPROVED
UNIFIED SEWERAGE AGENCY
OF WASHINGTON COUNTY

Date ______________________________

By ________________________________

Title ______________________________

bc: E. S. Hunter
D. E. Swan
E. L. Hardt
V. W. Cochell
Ted Inloes

9730

Packet

STATE OF OREGON **INTEROFFICE MEMO**

Metro Technical Services 238-7439
DEPT. TELEPHONE

TO: GARY POTTER, Manager
Environmental Section

DATE: August 21, 1979

FROM: JEF KAISER
Environmental Leader

JK

SUBJECT: S.W. 185th to Hall Blvd.
Farmington Road
Washington County
Environmental Assessment

The attached assessment is submitted by Washington County for your review and processing. I have reviewed its content and concur with the recommended action.

pq

Attachment

cc Program Packet

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date August 9, 1979

Section SW 185th to Hall Blvd.

Unit (if appl)

County Washington

City Beaverton

Highway Farmington (FAU 9064)

State Hwy. No. 142

Termini: M.P.(if appl) 185th to Hall Blvd.

Length 3.4 miles

Region Metro/I

Construction Estimate $551,000 e(4)
Program Amount

B. Purpose of Project: The signalization improvements will facilitate local access to/from the corridor, ensure proper platooning of traffic, decrease auto/bus conflicts and facilitate pedestrian movement across the corridor. The turn-outs and shelters, corner cutbacks, and channelization of the Farmington and Murray intersection will ease restricted bus movements reduce travel time delays, facilitate access to bus stops and have the potential to increase transit ridership.

C. Origin & History of Project: Farmington Highway is designated a minor arterial in the ITP. It is a high volume road with no real through linkage to another arterial. The arterial ends in downtown Beaverton at a stop sign, and traffic flows essentially drain out into smaller side streets causing capacity and safety problems. Intersections along the corridor have heavy left turn movements for vehicles accessing residential areas from the narrow two lane roadway. Lack of transit turn-outs cause lane blockages and safety problems. The rapidly developing residential areas have created high volumes on an arterial not designed to handle them.

D. General Description of Project: Proposed improvements include the installation of five-phase signals at Farmington Rd. and 185th, 160th, and Hocken. The existing three-phase signal at Farmington Rd. and Cedar Hills Blvd. would be upgraded to a five-phase signal. All four signals would be interconnected with the existing signals at Murray, Watson, and Hall Blvd. Two transit shelters and turnouts would be located between 185th and Murray. Channelization of Farmington would occur at Murray. The southwest corner of 185th and Murray would be cut back.

Alignment: New ____ Existing X Combined ____

Typical Section: Existing: No. Lanes 2 ; Med. ____ ; Shldrs. Var. ; Parking some

Proposed: No. Lanes 2 ; Med. ____ ; Shldrs. Var. ; Parking some

Traffic: Existing Facility: Existing ADT 7/14,000 ; Projected ADT ____ ; Yr. ____

Existing Level of Service D-F

Proposed Facility: Projected ADT ____ ; Yr. ____

Projected Level of Service ____

734-3953 (10-75)

Right of Way: Additional anticipated Yes ; if yes, give approx. No. Parcels 3
Yes, No

Acres 0.4 ; Type of Relocation Req. None ; No.

Materials Source, Borrow, Waste Disposal Requirements, if any: N/A

Type of Structure(s):

2 bus shelters

Brief Description of River or Stream and Type of Involvement, if any: N/A

Local City, County or COG priorities of project:

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe):

No-Build - The no-build alternative would perpetuate existing conflict between transit and other vehicles. Congestion and the accompanying safety hazard would be expected to worsen.

Other Descriptive Information or Comments: Originally, this project also included new or upgraded signalization at Murray, Watson, and Hall Blvd. These improvements have since been completed by the City of Beaverton. Currently the intersection at 160th and Farmington does not meet traffic signal warrants according to ODOT analysis. Culverting of an existing ditch may be necessary to install proposed bus turnouts. At this time, it is not known whether Tri-Met would endorse the proposed bus turnouts.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

From 185th east to Murray, Farmington Road passes over rolling terrain characterized by agricultural fields, oak, douglas fir, blackberries, grasses, and some residential landscaping. From Murray to Lombard, the terrain is basically flat with most of the area fully developed into commercial or residential landscaping.

2. Cultural:

The area from 185th east to Murray is undergoing a rapid transition from rural agricultural use into residential and commercial use. From Murray to Lombard, the area has been completely developed into mixed residential and commercial use. The entire area is designated Urban on the Comprehensive Framework Plan.

Schools in the project vicinity which are served by Farmington Rd:

Mountain View Jr. High
Merle Davies School
Beaverton High School
St. Mary's of the Valley School

Utilities:

Electrical - Portland General Electric Co.
Telephone - General Telephone Co.
Communications - Liberty Cable TV
Water & sewer - City of Beaverton

B. **Preliminary Assessment of Environmental Impacts:**

1. **Consequences and Significance of Right-of-Way Acquisition:**

None anticipated

2. **Estimated Impact on Traffic Patterns:**

Smoother flow of traffic due to improved signalization, left turn channelization and bus turnouts.

Consequences--Air Quality, Noise, Safety, etc.:
Safety, noise and air quality would be enhanced due to a reduction of congestion, increased transit ridership, and a smoother traffic flow at intersections.

3. **Estimated Impact on Land Use:**
This project is consistent with current city and county development plans.

Consequences:

Land would continue to develop as per plan.

4. **Expected Impact on Natural Ecological Resources:**

None anticipated

Consequences:

5. **Expected Impact on Cultural and Scenic Resources:**
None anticipated

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

7. Potential for Controversial Issues:

Location of bus turnouts

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

Consistent - would enhance vehicle flow at intersections. An Indirect Source Permit may be required.

b. Noise Standards

No significant change is expected.

c. Water Quality Standards N/A

d. Area Land Use and Transportation Plans, and Zoning

Complies with the Beaverton Area General Plan and Washington County Comprehensive Plan for traffic circulation and proposed land use.

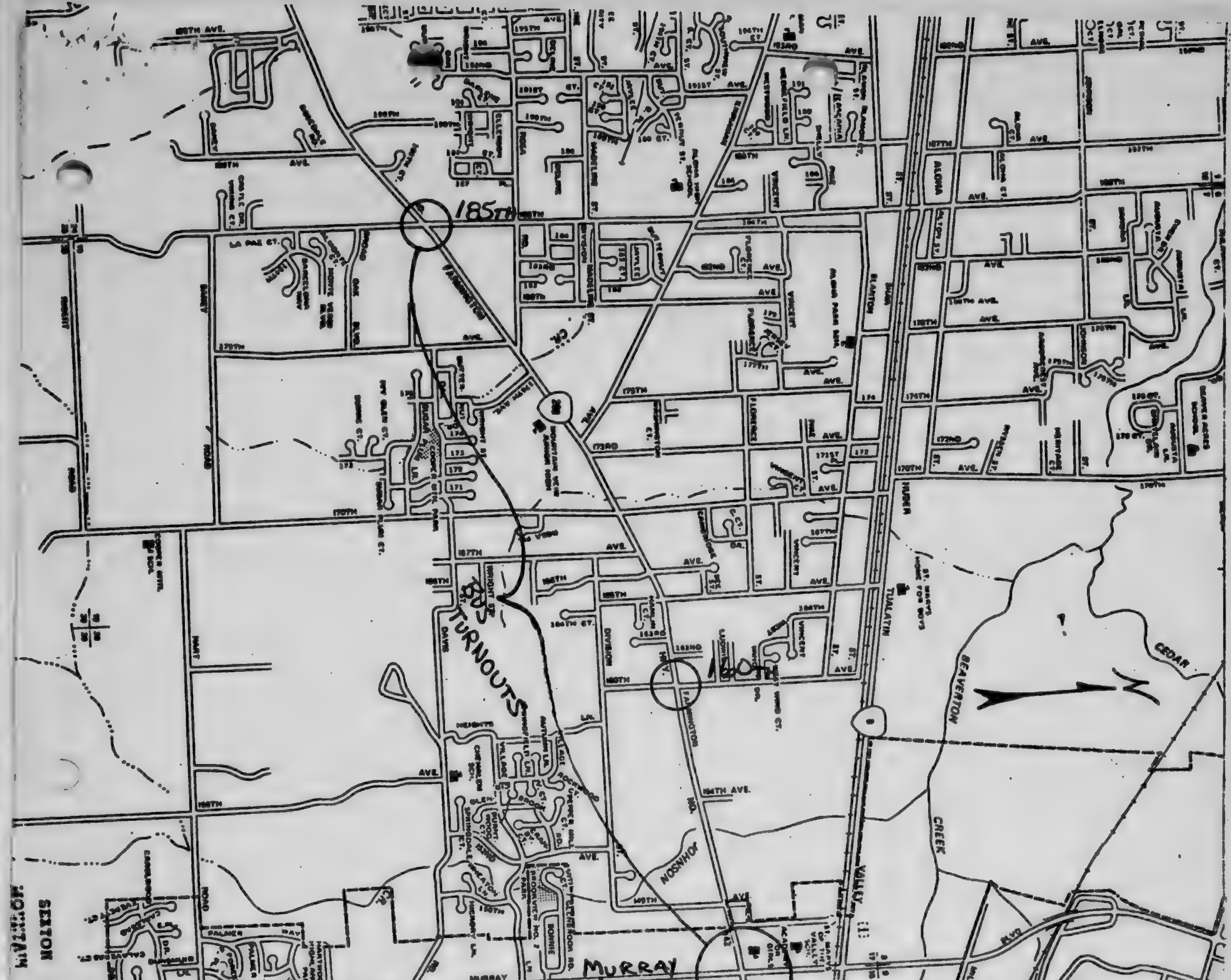
C. Recommended Type of Action and Documentation:

------------MAJOR ACTION-----------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	_X_ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

This project is a minor action with no significant impacts to the human environment.

D. Recommended Project Category: ____ 1 ____ 2 _X_ 3 ____ 4


185th
160th
BUS TURNOUTS
MURRAY
HOCKEN
CEDAR HILLS
BEAVERTON CREEK
TUALATIN VALLEY HWY.
MURRAY
FARMINGTON RD.
SEXTON MOUNTAIN
CEDAR HILLS BLVD.
N

4.750

OTE: SHADED AREAS
TO BE COMPLETED
IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE 9/12/79

PREFIX

ENTIFICATION

ROJECT NAME: SW 185th Ave. to Hall Blvd.

IGHWAY NAME: Farmington Road (FAU 9064)

HIGHWAY NUMBER: 142

EGION: I/Metro

ADMINISTRATIVE DISTRICT:

COUNTY: Washington

CITY: Beaverton (PART)

ENGTH: 3.4

MILEPOST NUMBER: 6.7 TO 10.1

☐ RURAL ☒ URBAN

OCAL GOVERNMENT PROJECT? ☒ YES ☐ NO

IF YES, UNIT OF GOVERNMENT: County-City

YPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER e(4) x (City - County)

ETHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

YPE OF WORK: ☒ GRADING ☒ PAVING ☐ STRUCTURE ☒ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

ROJECT DESCRIPTION

Signalization of 185th, Hocken, and Cedar Hills Blvd. Channelization of Farmington at Murray. Corner cutback at 185th. Transit improvements and shelters.

In addition to the above, signalization of the intersection at 160th Ave. has been requested. However, it does not meet warrants at this time.

TRAFFIC DATA

XISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1978 - 13,000-15,000

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 20-year 25,000 - 26,000

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☐	■	■	☐
PROPOSED	☐	☐	■	■	☐	☐

ESIGN SPEED (MPH): 40

DESIGN STANDARDS: Local roads and streets

TRAFFIC ANALYSIS: ☐ LIGHT ☐ MEDIUM ☒ HEAVY

FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	Two 30' - 40'	Two and four 30' - 60'
SHOULDERS	Varies	Varies
MEDIANS	None	Left turn at Murray Blvd.
PARKING LANES		
SIDEWALKS		
BIKEWAYS		
INTERCHANGES		
OTHER:		Transit Improvements

	YES	NO	MAYBE
Channelization (intersection)	☒	☐	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☒	☐	☐
Signing (County)	☐	☒	☐
Illumination	☐	☒	☐
Structures	☐	☒	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage (minor)	☒	☐	☐
River ________	☐	☒	☐
Stream ________	☐	☒	☐
Storm Sewer (minor)	☒	☐	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☒	☐	☐
Simple Acquisition	☒	☐	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYB
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☒	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MAY
Agreements (City-County Etc.)	☒	☐	☐	Hydraulics Study	☐	☒	☐
Environmental Assessment	☒	☐	☐	Soils Investigation	☒	☐	☐
Statewide Assessment	☐	☒	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐	Requires ~~Vicinity~~ Design Map	☒	☐	☐
Public Hearing ____________	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source (Commercial)	☐	☒	☐	Reconnaissance Available	☐	☒	☐
Utilities (where widened)	☒	☐	☐	Design Review	☒	☐	☐

Type underground-aerial

4 - WORK ITEMS

	TO BE PERFORMED BY		
	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY	☐	☒	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY (901)	(3.0)	6.0
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	
RIGHT-OF-WAY ACQUISITION	( )	
P.S. & E. DOCUMENTS	( )	

RECOMMENDED CONSTRUCTION DATE __________ (Region) __________ (Salem)

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING

TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	58,000	
RIGHT OF WAY	30,000	
TRAFFIC CONTROL	370,000	
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY	120,000	
OTHER Transit Improvements-Shelters	31,000	
ENGINEERING & CONTINGENCIES		
PROJECT TOTAL	609,000	

SUBMITTED BY ______________________________

Project SW 185th Ave. - SW Hall Blvd., Farmington Road

Agency City of Beaverton/Washington County **Date** September 12, 1979

Type of Project Signalization, Channelization, Bus Turnouts & Shelters

Funds SOS [✓ e(4)] FAUS FASC Title II HBR

The agreement on this project should provide for the following responsibilities where applicable:

	N/A	State	Applicant	Consultant
Major PE	☐	☒	☐	☐
Monitor PE	☒	☐	☐	☐
Field Survey	☐	☒	☐	☐
Prepare Environmental Statements	☒	☐	☐	☐
Review & Process Envir. Statements	☒	☐	☐	☐
Public Hearings	☒	☐	☐	☐
Citizen Involvement	☐	☒	☐	☐
Action Plan Requirements	☐	☒	☐	☐
Preliminary Design Plans & Specs.	☐	☒	☐	☐
Prepare for Contract Bids	☐	☒	☐	☐
Advertise, Let and Award	☐	☒	☐	☐
Major Construction Engineering	☐	☒	☐	☐
Lab Testing, Final Checking	☐	☒	☐	☐
Utility Responsibility	☐	☒	☐	☐
Maintenance After Completion	☐	☒	☐	☐
* Signal Maintenance	☐	☐	☐	☐
* Power Consumption	☐	☐	☐	☐
Local Match	☐	☐	☒	☐
Provide for Right-of-way Agreement		[✓ Yes]	No	

Construction by Contract ☒ State Forces ☐ Local Forces ☐

Advance Deposit Required PE ☒ Construction ☒ N/A ☐

State will Advertise, Let and Award All Contracts

State will Monitor Preliminary Engineering and Construction Activities for Federal Compliance

Remarks: *1. Signal responsibilities as per the LOC agreement.
2. The State will purchase any necessary right-of-way.

9730

Form E-30 (Rev. 8-71)

((SWL0001) ([illegible]

OREGON STATE HIGHWAY DIVISION

Planning File No. 78-57

AUTHORITY FOR SURVEY

Section SW 185th Ave. - SW Hall Blvd.

Highway Farmington #142

County Washington #34

Date September 12, 1979

Authorization No. 1

Survey Prefix 134-1915 (Assigned by Salem office)

Description of termini, route, length, etc.: The westerly terminus of this survey is the intersection of Farmington and 185th Avenue. The easterly termus is the intersection of Farmington and Hall. The overall length of the project is 3.4 miles.

Proposed: Signalize 185th, Hocken and Cedar Hills Blvd. Construct transit turnouts and shelters. Corner cutback at 185th. Channelization of Farmington @ Murray.

Purpose of Survey: State to perform field survey and complete PS&E.

IX-9064(2)
1-30-80

Estimate of cost: $609,000

Funding e(4)
Category 3 NM

		Estimate of Cost
Field Survey	(901)	31,000
Citizen Participation	(902)	
City of County	(903)	
Consultant	(904)	
Final Design	(905)	2,500
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Description	(909)	1,000
Soils & Geology	(910)	400
Traffic	(911)	20,000
Landscape	(912)	
Liaison R/W	(913)	500
Utility	(914)	300
Photogrammetry	(916)	
Location Studies	(918)	
Engr. Graphics	(919)	
Office Engineer	(920)	200
Specifications	(921)	1,500
Environmental	(923)	300
Air Quality Monitoring	(925)	
Foundation Exploration	(926)	
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	
Admin. Services	(922)	200

OTC Approval 10/29/79

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$57,900
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by: Curtis H. Duval
CURTIS H. DUVAL, Metro Location Engineer

Recommended for Approval:
M. J. KLOTZ, Metro Technical Services Engineer
Regional Engineer

Recommended for Approval: Frank E. [illegible]
Location Engineer

Approved:
Assistant State Highway Engineer

H N

SP*23604-734

9730

STATE OF OREGON

INTEROFFICE MEMO

METRO TECHNICAL SERVICES
DEPT.

238-8231
TELEPHONE

TO: D.H. MOEHRING Attn: D.E. Swan
Ass't State Highway Engineer

DATE: September ~~12~~ 19, 1979

FROM: MAX J. KLOTZ
Metro Technical Services Engineer

SUBJECT: SW 185th Ave. - SW Hall Blvd.
Farmington Road
City of Beaverton
Washington County
Planning File 78-57

Here is our programming packet on the subject project. Included are:

To TERPIN 9-17-79

- project request
- authority for survey
- environmental assessment
- location prospectus
- agreement information sheet
- traffic signal warrant comparisons

This is a Mt. Hood Interstate Transfer project listed in the final draft of the FY 80 MSD TIP on Page 46 as a Category V TSM project.

Please program $57,900 at this time for preliminary engineering.

js

Attachments

cc: F.E. Terpin
Metro Technical Services Units

9-17-79
cc Program Packet to Swan.

TIP # 264
$515,483 F.F.

9-19-79
Washington County will provide match & be applicant Agency says Mike Borreson.

9-19-79
To Type

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ [✓ PRE ☐]
SEP 14 1979
REFERRED TO ____________
FOR ____________ ____________
FILE: PM FA LG.

Form E-30 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

Planning File No. 78-57

AUTHORITY FOR SURVEY

ction SW 185th Ave. - SW Hall Blvd.
Highway Farmington
County Washington

Date September 12, 1979
Authorization No. 1
Survey Prefix
(Assigned by Salem office)

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Purpose of Survey: State to perform field survey and complete PS&E.

Estimate of cost: $609,000

Funding e(4)
Category 3 NM

		Estimate of Cost
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Citizen Participation	(902)	
City of County	(903)	
Consultant	(904)	
Final Design	(905)	2,500
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Description	(909)	1,000
Soils & Geology	(910)	400
Traffic	(911)	20,000
Landscape	(912)	
Liaison R/W	(913)	500
Utility	(914)	300
Photogrammetry	(916)	
Location Studies	(918)	
Engr. Graphics	(919)	
Office Engineer	(920)	200
Specifications	(921)	1,500
Environmental	(923)	300
Air Quality Monitoring	(925)	
Foundation Exploration	(926)	
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	
Admin. Services	(922)	200

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Submit separate order for each survey.

Total estimated cost of survey	$57,900
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

Curtis H. Duval
CURTIS H. DUVAL, Metro Location Engineer

ecommended for Approval:

Regional Engineer
M. J. KLOTZ, Metro Technical Services Engineer

Recommended for Approval:

Location Engineer

Approved:

Assistant State Highway Engineer

SP*33804-736

FEDERAL AID PROJECT REQUEST

Date April 12, 1979

Applicant Agency Washington County ~~and City of Beaverton~~

Request for: Off-System____, FAS-C____, FAUS____ Project e(4) X

Federal Aid Route No. 9064 **Route Name** Farmington Road

Project Name SW 185th Avenue to SW Hall Blvd. (Farmington Road Corridor)

Project Length 3.4 miles **Project Location (Attach sketch map)**

Project Description Signalization of 185th, Hocken, Cedar Hills Blvd.; transit turnouts and shelters; corner cutback at 185th; channelization of Farmington at Murray. This project is intended to reduce congestion, decrease auto/bus conflicts, and facilitate local access to and from Farmington Road.

Average Daily Traffic 7000-14,000 (1977 ODOT) **Design Speed** 40 MPH
Min. Max.

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 30'-42' **Travel Lanes** 2 **Shoulders** varies
Medians None **Parking** None
Sidewalks bikeway on south side from 185th to Menlo, remaining has sidewalk.
Remarks

2. Desired Roadway Cross Section: (Attach sketch)

Width 30'-64' **Travel Lanes** 2-4 **Shoulders** varies
Medians lt. turn lanes at intersection **Parking** None
Curbed retain existing **Length Curb Radii** to accommodate bus turns
Sidewalk/Bikeway retain existing if possible.
Remarks Widening of Farmington to 64' will be done by BURA between Watson and Hall Blvd.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60' **Minimum** 60' **Maximum** 66'

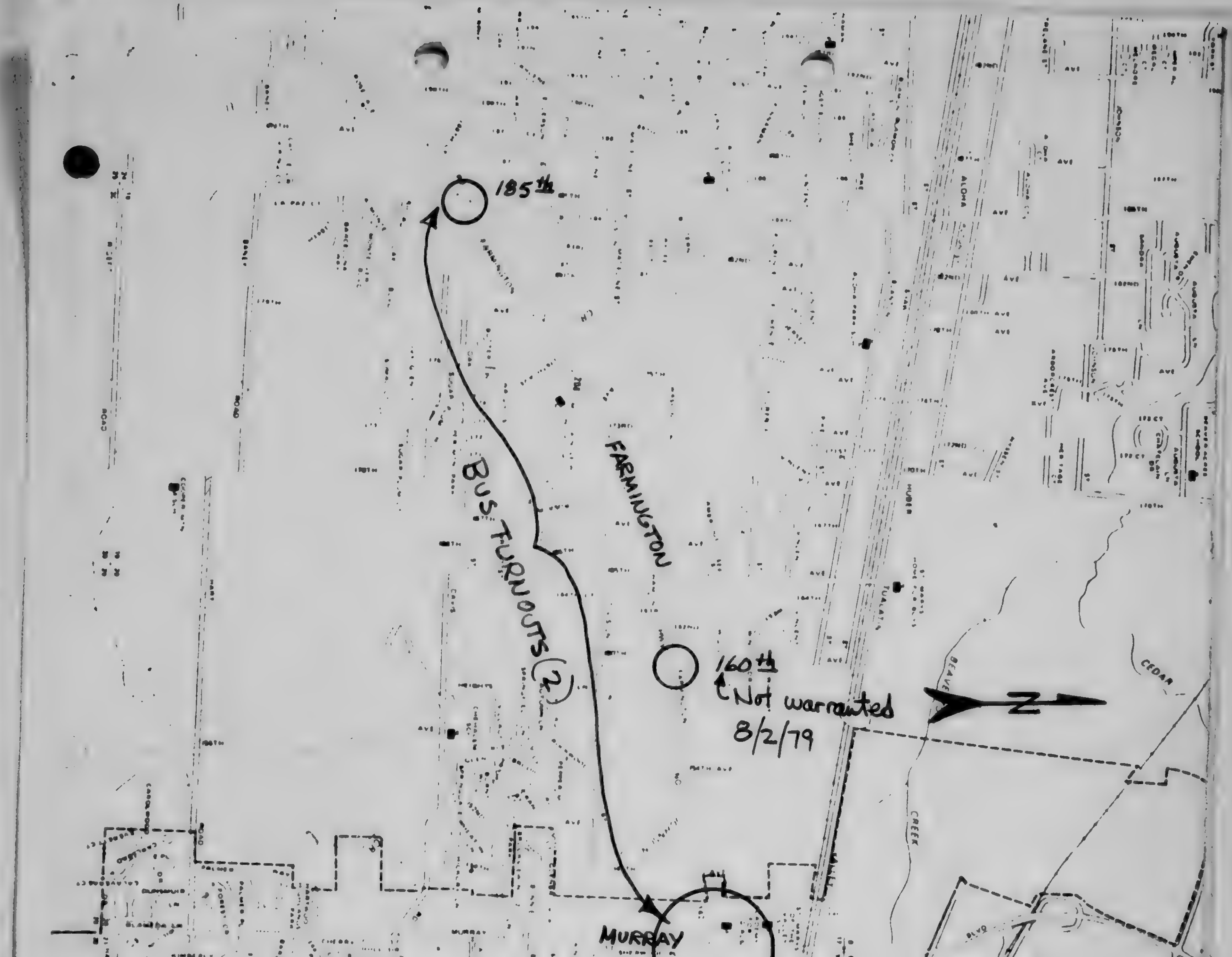
2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes____ No X

3. Will additional right-of-way be needed? Yes X No____
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes X No____
Remarks

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

5-phase fully actuated at Murray Blvd.
3-phase at Cedar Hills Blvd.
3-phase at Watson & Hall



185th
BUS TURNOUTS (2)
FARMINGTON
160th
Z
MURRAY
FARMINGTON
HOCKEN
CEDAR Hills
WATSON
HALL

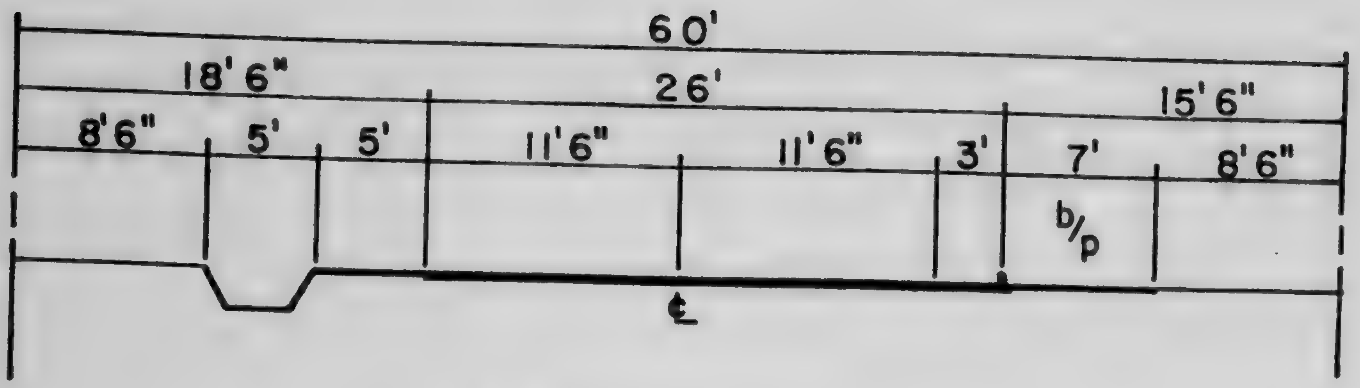
Not warranted 8/2/79

Existing

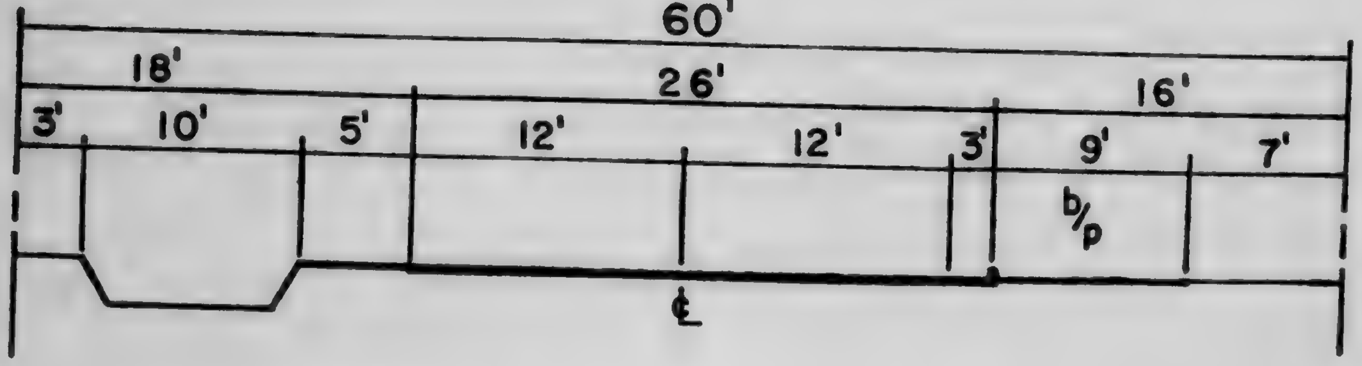
FARMINGTON ROAD

TYPICAL SECTION

SCALE: 1"=10'


60'
18'6"
26'
15'6"
8'6"
5'
5'
11'6"
11'6"
3'
7'
8'6"
b/p
℄

160th - MURRAY BLVD.


60'
18'
26'
16'
3'
10'
5'
12'
12'
3'
9'
7'
b/p
℄

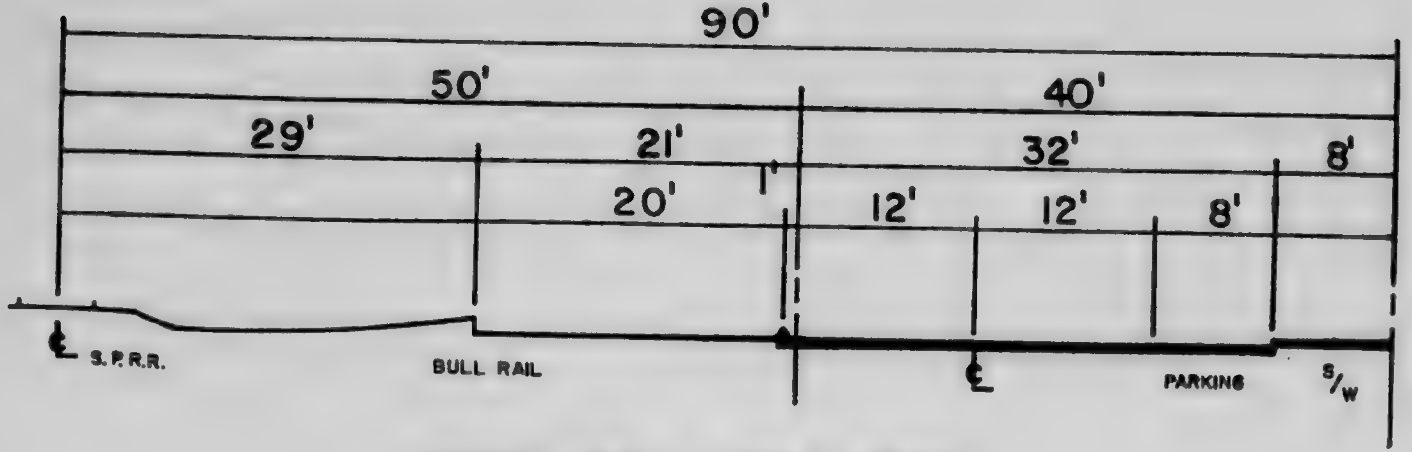
MURRAY BLVD. - ERICKSON AVE

Existing

FARMINGTON ROAD

TYPICAL SECTION

SCALE: 1"=15'

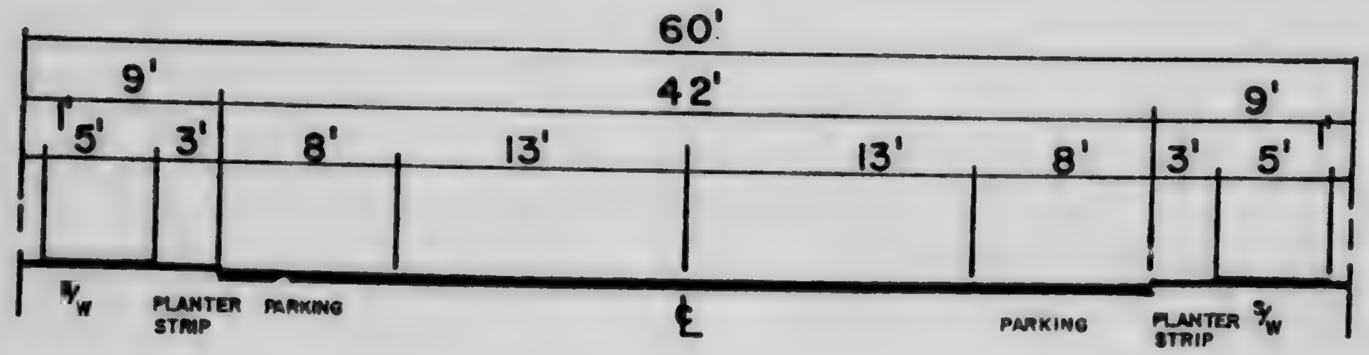

90'
50'
40'
29'
21'
32'
8'
1'
20'
12'
12'
8'
℄ S.P.R.R.
BULL RAIL
℄
PARKING
S/W

ANGEL AVE. - HALL BLVD.

2nd STREET

TYPICAL SECTION

SCALE: 1"=10'


60'
9'
42'
9'
1'
5'
3'
8'
13'
13'
8'
3'
5'
1'
R/W
PLANTER STRIP
PARKING
℄
PARKING
PLANTER STRIP
S/W

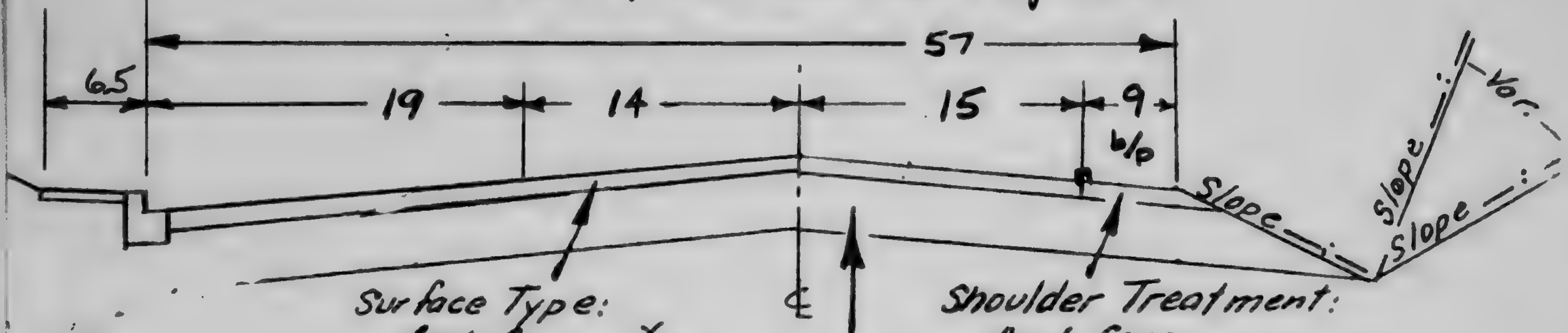
ANGEL AVE. - HALL BLVD.

Proposed

TYPICAL SECTION

Farmington / Murray Blvd Intersection

(185th & 160th same section by others)

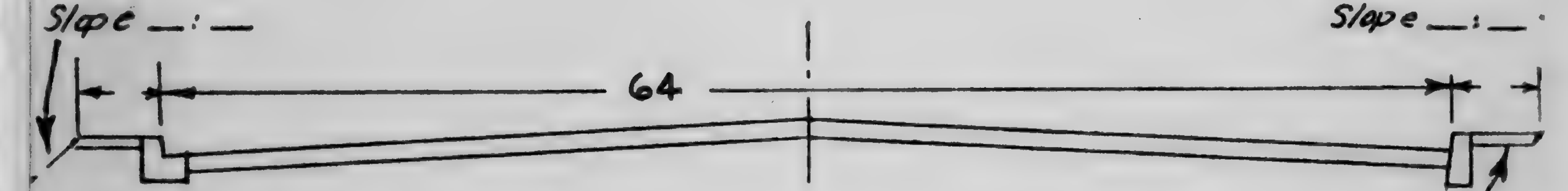


57
6.5
19
14
15
9
b/p
Slope
Slope
Slope
Var.
℄

Surface Type:
Asph. Conc. X
Oil Mat ___
Other ___

Shoulder Treatment:
Asph. Conc. ___
Oil Mat ___
Other ___

Type of Base:
Pit or Quarry Run ___
Crushed Stone ___
Asph. Treated ___
Cement Treated ___



Slope _ : _
64
Slope _ : _

No. of Lanes 4
Lane Width 12
Shoulder Width ___ or Shy Dist. from Curb 2
Median Width 12
Total Width between Curbs 64

Foot paths:
Asph. Conc. ___
Gravel ___

Curbs:
Type "C" ___
Curb & Gutter ___
Other ___

WATSON & Hall
(By others)

2. **Proposed Signalization:**

Location 185th, Hocken, Cedar Hills Blvd., Watson*, Hall Blvd.*

Type fully actuated

Phases 5-phase at 185th, 3-phase at Hocken, Cedar Hills, Watson, Hall

Type of Suspension Mast arm

Interconnected Hocken and Cedar Hills to be intertied with Canyon.

* **Remarks** Beaverton Urban Renewal A. will place signals and poles at Watson and Hall as part of their Hall-Watson couplet project.

3. **Permanent Signing:**

Include in project or by applicant? Applicant

4. **Permanent Striping:**

Include in project or by applicant? Applicant

IV. ILLUMINATION DATA

1. **Existing Illumination and Location:**

400 w/2100 lumen at 200' spacing to Menlo, 175 w/7000 lumen at 200' spacing to Hocken, 400 w/2100 lumen at 150' spacing to Lombard.

2. **Proposed Illumination:**

Location Same. At widened intersections, place on new signal poles.

Type

Remarks

V. STRUCTURE DATA

1. **Existing Structure:** N/A

Location

Type

Approach Roadway Width **Shoulder Width**

Length **Width**

To remain in place?

2. **Proposed Structure:**

Location

Approximate Size: **Length** **Width**

Are sidewalk/bikeways desired?

Are any utilities to be attached to structure?

Are provisions for illumination desired?

Are there any unusual or complicating conditions?

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ____ No X

   Name of Railroad
   Existing Crossing Protection

2. Will existing railroad crossing be altered?

   Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1.	Citizen Involvement	John Crockett, Director of Public Works, Washington Co. Office
2.	Environmental	John Crockett, Director of Public Works, Washington Co. Office
3.	Public Hearing	John Crockett, Director of Public Works, Washington Co. Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant ____ State X ____ Consultant ____

2. Project construction engineering to be performed by:

Applicant_________ State X Consultant_________

3. Will applicant perform any work prior to or after award of contract?

Yes_________ No X

If "yes," describe briefly:____________________

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 120,000
Right-of-way costs (if participating)	30,000
Traffic control	370,000
Illumination	-
Structures	-
Railroad	-
Other Transit turnouts & shelters	31,000
Preliminary engineering	~~55,000~~ 58,000
PROJECT TOTAL	$ ~~606,000~~ 609,000 *

Remarks * Revision necessary to cover ODOT estimate of preliminary engineering. E.C. [illegible] 9-10-79.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF Beaverton and/or Washington COUNTY

By__________________
Mayor

By Susanne C. Heimbigner
City Recorder

By__________________
Chairman, Board of County Commissioners

By__________________

By__________________

APPROVED WASHINGTON COUNTY
BOARD OF COMMISSIONERS
MINUTE ORDER # 79-220
DATE 4-24-79
BY JoAnn Johansen
CLERK OF THE BOARD

973[illegible]

STATE OF OREGON **INTEROFFICE MEMO**

ODOT - METRO
DEPT.

238-8226
TELEPHONE

TO: BUZ SWAN
Project Management

DATE: November 9, 1979

FROM: JON ROSE Jon Rose
Federal Aid Specialist

SUBJECT: Revision-Agreement No. 7194
Farmington Highway Project (S.W. 185th Ave. to Hall Blvd.)
Washington County

Metro would like the subject agreement revised to clarify responsibilities for relocation of utilities on the Farmington Road project. On page 2, item 6 should be changed to read, "State shall relocate or cause to be relocated all utility conduits, lines, poles, mains, pipes and other such facilities where such relocation is necessary in order to conform said facility and utility with the plans and ultimate requirements or the project within the areas under State jurisdiction. Only those utility relocations which are eligible for federal participation under Federal Aid Highway Program Manual, Vol. 1, Chapter 4, Sec. 4, shall be included in the total project cost and participation; all other relocations shall be at the sole cost of County or others. If requested by the County, State shall arrange for any required adjustment or relocation of utilities outside the State jurisdiction but under County jurisdiction, acting in the County's behalf. "

On page 3, item 7 should be changed to read, "County shall relocate or cause to be relocated all utility conduits, lines, poles, mains, pipes and other such facilities which are outside State jurisdiction where such relocation is necessary in order to conform said utility and facility with the plans and ultimate requirements of the project. County may request State to arrange for said relocation, acting in County's behalf."

Since the County has no jurisdiction over utilities within the State right-of-way and since the State is performing all preliminary engineering on this project, Metro finds it much more reasonable for us to arrange for the required utility relocation. Please let me know if there are any problems.

po

cc: Gary Kennen

PROJECT MANAGEMENT BRANCH
SHE ☐ STE ☐
PLE ☐ RE ☐ [✓ PRE ☐]
NOV 13 1979
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

9730

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 9, 1979

In Reply Refer to File No.: PRO 6-2

TO G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM D. E. Swan
Operation Programming Engineer

SUBJECT Project Data Submission
Item No. 00027
Project No. IX-9064(2)
S.W. 185th Ave.-S.W. Hall Blvd. Section
Farmington Highway (ORE.208)
Washington County

Attached is support data consisting of PR-1 forms, project maps, Authority for Survey and Traffic Signal Warrant Comparison for new signal installations.

We request the following:

1) Financing for the project utilizing Interstate Substitution General funds. Approval of this request will involve an estimated total cost of $58,000, with obligation of Federal funds of $49,300.

2) Authorization to proceed with all phases of Preliminary Engineering including utility preparatory work in accordance with the Oregon Action Plan, Federal Regulations & Statutes.

These requests are based on October 26 letter to you from Mr. F. B. Klaboe, Director of the Department of Transportation.

A copy of the State Clearinghouse A-95 review letter of approval will be forwarded upon receipt.

JLG:sr
Attachments
cc: R. N. Bothman, Metro
Max Klotz, Metro
Jon Rose, Metro
Ed Hardt, Region 1
Gary Zehner, w/att.

H

N

Form 734-3122

Budget Bureau No. 41-R2067; Approva
U.S. DEPART
BUREA

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

FORM PR-1 (REV. 4-61)

MONTHLY TRANSACTION NO.:
DATE SUBMITTED TO W. O.: 11-9-79

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65 SR 208, S.W. 185th to S.W. Hall (Beaverton)	ADT	PRESENT 14,000	FUTURE (66) (70) - - -	YEAR (71) (72) - -	REGION 10	STATE NAME Oregon	STA COD 4 (2)

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 26 62 Preliminary Engineering	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 IX- 23	NUMBER 7 9064	SEQ. N (2

CARD
CLASS OF FEDERAL FUNDS: Interstate Substitutions General Funded
NAME OF URBAN AREA 17-31: Portland
COUNTY NAME: Washington
CODE: 067 (14) (16)
ROUTE NO.: U
FEDERAL-AID: 9064 (32)
STATE: 142 (36) (37)
U.S.: - - - (41)

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS	
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)			
5					**PE** Topics			3.4	58,000	49,300	- - -	8,700	Util. req
5					**ROW**				(30,000)				
5					**CONST** (CODE)		"SW 185th Ave.- S.W. Hall Blvd. Sec."		(521,000)				ROW-60 Access Parkin partia

CARD 1	CODE 1	PREPARED BY JLG	PROJECT TOTALS	3.4	58,000	49,300	- - -	8,700
1	14	PROGRAM APPROVAL DATES 10-4-79			(16) (23)	(24) (33)	REMARKS	

-over-
USCOMM

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

FORM PR-1
(REV. 4-61)

NO.

O.

11-9-79

PROJECT LOCATION (45 typewriter spaces) SR 208, S.W. 185th to S.W. Hall (Beaverton)	ADT	PRESENT 14,000	FUTURE - - -	YEAR - -	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 823
ITEM NO. 00027								

PROPOSED WORK (35 typewriter Engineering	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) IX- NUMBER 9064 SEQ. NO. (2)	T. Projects Only POST MI. DESIG.

AL FUNDS: Interstate Substitutions General Funded

COUNTY NAME: Washington CODE 067

AREA: Portland

ROUTE NO.: U FEDERAL-AID 9064 STATE 142 U.S. - - -

PROGRAM STAGE ☐ 1 OR ☐ 2

CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	PE Topics			3.4	58,000	49,300	- - -	8,700	Util. prep. work as req.
	ROW				(30,000)				
	CONST (CODE)		"SW 185th Ave.- S.W. Hall Blvd. Sec."		(521,000)				ROW-60' normal; Access Control-none; Parking Restirctions-partial.
ARED BY	JLG		PROJECT TOTALS	3.4	58,000	49,300	- - -	8,700	

RAM APPROVAL DATES: 10-4-79

REMARKS

-over-

USCOMM DUSCOMM-DC 48908-P61

S.W. 185th Ave. -S. W. Hall Blvd. Section
Project No. IX-9064(2)

Existing Facility:

185th to WCL. . . . . 22' bit. surf. roadway accommodating 2 lanes with variable width shoulders.

WCL to Menlo. . . . . 24' bit. surf. roadway accommodating 2 lanes with variable width shoulders.

Menlo to Hall . . . . 44' bit. surf. curbed roadway accommodating 2 lanes with 8' parking both sides.

Walk/Bikeway. . . . . Southside to Menlo and both sides for remainder.

Signals. . . . . . . At Murray Blvd. and Cedar Hills Blvd.

Adjacent Sections:
W. End - 22' bit. surf. roadway with var. shoulders.
E. End - 44' Bit. surf. curbed roadway with parking both sides.

Project Data: The work consists of all phases of preliminary engineering including utility preparatory work for future upgrading of existing traffic control signals, installation of new traffic control signals at 185th, Hocken, Cedar Hills, construction of left-turn lanes, transit turn outs and shelters.

Right-of-Way: Additional Required.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Nonmajor action project concurre
on September 13, 1979.

FHPM 4-1-4 Requirements:
a) State Clearinghouse - A-95 review conclusion dated
b) Dist. 2 Clearinghouse - Satisfied by inclusion in MSD

FHPM 7-7-5 Requirements: In accordance with Oregon Action
Federal Regulations and Statutes.

NOTE: 1) This project is in Congressional District No. 1.
2) Included in MSD FY '80 AE/TIP on page 143 item 2
3) Two blocks on the east end of project are on FAU
but for identification convenience have been inc
under this project number rather than use the bl
under IX-0000(-) for the project.
4) State Clearinghouse PNRS #7911-2-070.

n Ave. -S. W. Hall Blvd. Section
o. IX-9064(2)

Facility:

n to WCL. . . . . 22' bit. surf. roadway accommodating 2 lanes with variable width shoulders.

o Menlo. . . . . 24' bit. surf. roadway accommodating 2 lanes with variable width shoulders.

o to Hall . . . . 44' bit. surf. curbed roadway accommodating 2 lanes with 8' parking both sides.

/Bikeway. . . . . Southside to Menlo and both sides for remainder.

ls. . . . . At Murray Blvd. and Cedar Hills Blvd.

ections:
2' bit. surf. roadway with var. shoulders.
4' Bit. surf. curbed roadway with parking both sides.

ta: The work consists of all phases of preliminary engineering
utility preparatory work for future upgrading of existing traffic
gnals, installation of new traffic control signals at 185th,
dar Hills, construction of left-turn lanes, transit turn outs
rs.

ay: Additional Required.

ion, Airports, Railroads, Water Developments, Historical and
al Areas: None involved.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on September 13, 1979.

FHPM 4-1-4 Requirements:
a) State Clearinghouse - A-95 review conclusion dated ______________.
b) Dist. 2 Clearinghouse - Satisfied by inclusion in MSD TIP.

FHPM 7-7-5 Requirements: In accordance with Oregon Action Plan, Federal Regulations and Statutes.

NOTE: 1) This project is in Congressional District No. 1.
2) Included in MSD FY '80 AE/TIP on page 143 item 258.
3) Two blocks on the east end of project are on FAU 9150, but for identification convenience have been included under this project number rather than use the blanket under IX-0000(-) for the project.
4) State Clearinghouse PNRS #7911-2-070.

9730

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE

PREFIX

IDENTIFICATION

PROJECT NAME
SW 185th Ave. - SW Cedar Hills Blvd.

HIGHWAY NAME
Farmington Rd. (FAU 9064)

HIGHWAY NUMBER
142

REGION 1	ADMINISTRATIVE DISTRICT 2A	COUNTY Washington	CITY Beaverton (part)

LENGTH 2.9 | MILEPOST NUMBER 6.7 TO 9.6 | ☐ RURAL ☒ URBAN

LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO

IF YES, UNIT OF GOVERNMENT Washington County

TYPE OF FUNDS ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER FAI-X

METHOD OF CONSTRUCTION ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK ☐ GRADING ☐ PAVING ☐ STRUCTURE ☐ SIGN ☒ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

New signal installations at SW 185th and SW 160th. Upgrade the existing signal at SW Murray Blvd. to an 8-phase installation. Build intertie to connect these signals with the existing signals on the Farmington Highway at Kinnaman, 170th, Hocken, and Cedar Hills Blvd. Transit improvements and shelters.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME)	PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)
1978 - 13,000 to 15,000	20-year 25,000 to 26,000

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☐	☐	☐	☐
PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH)	DESIGN STANDARDS	TRAFFIC ANALYSIS
40		☒ LIGHT ☐ MEDIUM ☐ HEAVY

3 - FEATURES	EXISTI NUMBER AND WIDTH	P. OSED NUMBER AND WIDTH
TRAVEL LANES	Two 30' to 40'	*Two and four 30' - 60'
SHOULDERS	Varies	Varies
MEDIANS	None	*Left turn at Murray Blvd.
PARKING LANES		
SIDEWALKS		
BIKEWAYS		
INTERCHANGES		
OTHER:		

*Note: These improvements will be done ~~separately~~ by Washington County and the City of Beaverton separately from the project.

	YES	NO	MAYBE		YES	NO	MAYBE
Channelization	☒	☐	☐	Right of Way (cont.) Improvements	☐	☒	☐
Frontage Roads	☐	☒	☐	Access Control	☐	☒	☐
Traffic Signals	☒	☐	☐	Railroad Crossing	☐	☒	☐
Signing	☐	☒	☐	At Grade	☐	☒	☐
Illumination	☐	☒	☐	Separated	☐	☒	☐
Structures	☐	☒	☐	Railroad Encroachment	☐	☒	☐
Stage Construction	☐	☒	☐	Permits	☐	☒	☐
Pedestrian Crossing	☐	☒	☐	Conditional Use	☐	☒	☐
Rest Area	☐	☒	☐	Flood Plain	☐	☒	☐
Truck Scale Site	☐	☒	☐	Irrigation District	☐	☒	☐
Landscaping	☐	☒	☐	Water District	☐	☒	☐
Drainage	☒	☐	☐	Drainage District	☐	☒	☐
River ________	☐	☒	☐	Div. of State Lands	☐	☒	☐
Stream ________	☐	☒	☐	Dept. of Geology & Min. Ind.	☐	☒	☐
Storm Sewer	☒	☐	☐	Corps of Engineers	☐	☒	☐
Sanitary Sewer	☐	☒	☐	Coast Guard	☐	☒	☐
Right of Way	☒	☐	☐	DEQ NPS Air Pollution	☐	☒	☐
Simple Acquisition	☒	☐	☐	DEQ NPS Water Pollution	☐	☒	☐
Complex Acquisition	☐	☒	☐	Building	☐	☒	☐
Relocations	☐	☒	☐	Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	YE	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐	Hydraulics Study	☐	☒	☐
Environmental Assessment	☒	☐	☐	Soils Investigation	☒	☐	☐
Statewide Assessment	☐	☒	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☐	☒	☐
Public Hearing ______	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☐	☒	☐
Utilities (where widened)	☒	☐	☐	Design Review	☒	☐	☐

Type Underground - Aerial

4 - WORK ITEMS

	TO BE PERFORMED BY		
	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY	☐	☒	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	(3.0)	6.0
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	1.0
RIGHT-OF-WAY ACQUISITION	( )	6.0
P.S. & E. DOCUMENTS	( )	5.0

RECOMMENDED CONSTRUCTION DATE ______ (Region) ______ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING

7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	$44,000	
RIGHT OF WAY		
TRAFFIC CONTROL	310,000	
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY		
OTHER Transit Improvements - Shelters	31,000	
ENGINEERING & CONTINGENCIES		
PROJECT TOTAL	$385,000	

SUBMITTED BY ______________________________

9750

OREGON STATE HIGHWAY DIVISION
PROJECT CATEGORY REQUEST

IX-9064(2)

A. Project Identification:

Section S.W. 185th Ave.-S.W. Murray Blvd.
Highway Farmington Highway
County Washington
Region Metro
(Attach Sketch Map)

Date April 17, 1980
City Beaverton Hwy. No. ______
Begin M.P. ______ Length 2.2 miles
Program Estimate 376,000
Funding Source E-4

B. Purpose, Need, and Description of Project (Describe Alternatives):

Heavy left-turning movements and increasing traffic volumes have caused capacity and safety problems on this minor arterial. The project would help to relieve these problems by providing 8 phase, fully actuated signalization at Murray Blvd. and 5 phase signalization at 160th and 185th Avenues. An interconnect system would be installed between 185th Ave.and Cedar Hills Blvd. (outside project limits). Transit shelters may also be included if warranted.

This project is a part of an overall improvement program on Farmington Road. Left turn refuges will be constructed by the county at 160th and 185th Avenues as a separate

C. Recommended Project Category and Documentation: (Cont'd. p. 1A)

Project Category	Documentation
______ 1	Draft and Final EIS
______ 2	Environmental Assessment and Finding of No Significant Impact
X 3	Categorical Exclusion

Other Documentation:

☐ Wetlands Finding
☐ Cultural Resource Survey
☐ Section 106 Procedures
☒ Noise Study Report
☐ Indirect Source Construction Permit
☐ Section 4(f) Determination

Basis for Recommended Category:
The elements of the Farmington Road improvement which are proposed by this project are minor in nature and would not significantly impact the environment.

D. Descriptions:	Existing Facility	Proposed Facility
Number of Traffic Lanes	2	2
Median (Yes/No)	No	No
Shoulders (Yes/No, Paved, Gravel)	North - Gravel South - Bikepath	No change
Average Daily Traffic (Volume/Year)	7700 - 16,500 (1978)	
Alignment (New, Combined, Existing)		Existing
Speeds (Posted/Estimated)	40	40

(11-16-79)

B. Purpose, Need, and Description of Project (Describe Alternatives): (Continued)

project using their own funds. In addition, the Beaverton Urban Renewal Agency (BURA) will widen Farmington Road to four lanes east of Murray Blvd. and will construct a left-turn refuge west of Murray. These will be separate projects and would likely be constructed prior to the implementation of the TSM improvements proposed in this assessment. BURA would acquire the right-of-way for their widening project.

E. Preliminary Assessment of Enviromental Impacts:

1. Estimated Right-of-Way Impacts:

Acres	None
Estimated Number of Parcels	
Residential Relocation (No.)	
Business Relocation (No.)	

2. Estimated Impact on Land Use:
Facilitate existing and planned developed uses.

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:
Improve safety and flow

4. Estimated Impact on Rivers, Stream, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

No significant impacts expected.

5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

No impacts apparent.

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

None for this portion of the Farmington Road improvement.

Name of Preparer and Phone Number: JEF KAISER, 238-7439

9730

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8231
Date: May 27, 1980

TO: D.H. MOEHRING Attn: D.E. Swan
Ass't State Highway Engineer

File No: 134-1915

FROM: MAX J. KLOTZ
Metro Technical Services Engineer

SUBJECT: SW 185th Ave. - SW Cedar Hills Blvd.
(Project Revision)
Farmington Highway
Washington County
Prefix 134-1915

To Terpin 5/30/80

Here is a revised programming packet for the subject project. Included are a revised project request, new project category request, revised authority for survey, revised location prospectus, and a traffic analysis by our Metro Traffic Unit.

This project was originally programmed within limits extending from SW 185th Avenue to SW Hall Blvd. This original project received federal approval for preliminary engineering on January 5, 1980. The project is now being shortened from an original length of 3.4 miles to a current length of 2.9 miles, from SW 185th to SW Cedar Hills Blvd. Accordingly, the project cost estimate and the estimate for preliminary engineering have been lowered.

FHWA has reviewed the enclosed project category request and has approved the environmental classification as a Category 3, Categorical Exclusion. A copy of the FHWA memo concurring in this classification is enclosed.

The MSD authorization for this project is listed in the Quarterly TIP (dated May 9, 1980) on Page 27. The MSD authorization for PE and construction is more than adequate to fund the current project estimate.

This project has no waterway involvement.

Please take the necessary measures to gain approval of the revisions requested for this project.

ECM:js

Attachments

cc: F.E. Terpin
Metro Technical Services Units

cc: Swan 5/30/80

Form E-20 (Rev. [illegible])

PLANNING FILE NO.________

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section SW 185th Avenue - SW Cedar Hills Blvd.

Date May 27, 1980

Highway Farmington

Authorization No. 1(revised)

County Washington

Survey Prefix 134-1915 (Assigned by Salem office)

Description of termini, route, length, etc.: The westerly terminus of this survey is the intersection of Farmington and 185th Ave. The easterly terminus is the intersection of Farmington and Cedar Hills Blvd. The overall length of the project is 2.9 miles.

Proposed: Signalize 185th, 160th, and Murray Blvd. intersections. Construct transit turnouts and shelters. Intertie signals between 185th and Cedar Hills Blvd.

Purpose of survey: State to perform field survey and complete PS&E.

Estimate of cost: $385,000
Funding: FAIX
Category 3
IX-9064(2)

		Estimate of Cost
Field Survey	(901)	20,000
Citizen Participation	(902)	
City or County	(903)	
Consultant	(904)	
Final Design	(905)	2,500
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Description	(909)	1,000
Soils & Geology	(910)	400
Traffic	(911)	17,000
Landscape	(912)	
Liaison R/W	(913)	500
Utility	(914)	300
Photogrammetry	(916)	
Location Studies	(918)	
Engineering Graphics	(919)	
Project Management	(920)	200
Specifications	(921)	1,500
Administrative Services	(922)	200
Environmental	(923)	300
Air Quality Monitoring	(925)	
Foundation Exploration	(926)	
Seminars	(950)	100
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 44,000
Previous authorization . . . .
Additional authorization requested . . . .
Additional authorization approved (Salem) . ...
Total all authorizations approved (Salem) . . ..

Requests made by:

....
CURTIS H. DUVAL, Metro Location Engineer
Recommended for Approval:

....
MAX J. KLOTZ, Metro Technical Services Engineer

[illegible]

Recommended for Approval:

....
Location Engineer

Approved:

....
Assistant State Highway Engineer

773C

WASHINGTON COUNTY

Inter-Department Correspondence

Date August 7, 1980
For Meeting of: August 12, 1980

To : Honorable Board of County Commissioners

From : Director of Public Works

Subject : Construction Finance Agreement - Farmington Road

APPROVED WASHINGTON COUNTY
BOARD OF COMMISSIONERS
80-606
8-12-80
BARBARA [illegible]
CLERK OF THE BOARD

The Oregon Department of Transportation under direction from Your Board is in the process of preparing preliminary plans for traffic signals to be installed on Farmington Road on 185th Avenue, 160th Avenue and Murray Blvd. The traffic signal at Murray Blvd. will be upgraded from its existing five phase to an eight phase traffic signal in order to provide left turn movements from all four legs. Traffic signals at 160th and 185th will be five phase to provide left turn movements from Farmington Road. The project will also include an intertie of all the traffic signals on Farmington Road from Murray Blvd. to 185th in order to provide improved traffic flow.

The project will be funded 85 percent federal interstate transfer funds and 15 percent county system development funds. The left turn refuges at 160th and at 185th Avenue will be constructed as separate projects using systems development and private funds. The City of Beaverton has also agreed by resolution in May, 1979, to pay 50 percent of the local share of the signal improvements at Murray Blvd. The project is schedlued for bid letting in the spring of 1981.

RECOMMENDATION: Your Board authorize the chairman to sign the construction-finance agreement.

Respectfully submitted,

Larry Rice
Larry Rice

MB
LR:ja

775C

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: August 21, 1980

TO: D. H. MOEHRING Attn: D.E. SWAN
Project Management Section

File No: 134-1915

FROM: M. J. KLOTZ
Program Manager

SUBJECT: Program of Events and Needs
Beaverton Area Projects

The S.W. 185th-Cedar Hills Boulevard (Farmington TSM) project has been reduced in scope. The City of Beaverton is performing the signal work and roadway widening on that portion of the Farmington within the Beaverton city limits (S.W. Murray to Cedar Hills Boulevard) with their own funds. Our project will now consist of the signals and roadway work from S.W. 185th to S.W. Murray plus intertying the signals that the city install on the S.W. Murray to Cedar Hills Boulevard section.

This reduces the cost of the state project by $300,000 (ff) which MSD has transferred to the S.W. Murray to S.W. Walker Road section of the Tualatin Valley Highway, prefix 34-1996. The additional money is to fund the work we have been planning to do at the Beaverton/Tigard Highway-Tualatin Valley Highway Interchange, prefix 34-1996 with state funds. This interchange work will be incorporated into the S.W. Murray-S.W. Walker Road section. The state will provide the 15 percent match for the interchange work. The city will provide the 15 percent match for the remainder of the Murray-Walker Road section.

In return for $300,000 for our interchange project, the state has agreed to provide 9 percent of the match for the S.W. Murray Boulevard-Alice Lane section of Allen Boulevard, prefix 334-1912, to a maximum of $300,000.

Because of changes described above we now need:

1. The S.W. Murray-S.W. Walker Road construction program changed to include the Beaverton/Tigard Highway-Tualatin Valley Highway interchange work and an additional $300,000 obligation of Interstate Transfer funds to cover the construction. ✓

   Attached find a copy of the MSD TIP adjustment switching the funds and a copy of page 3720 of the July 24, 1980 OTC minutes showing our commissions approval.

2. The agreement with the City of Beaverton for the construction of the S.W. Murray Boulevard-Alice Lane section of Allen Boulevard, needs to be amended to show the state match of 9 percent to a ✓

maximum of $300,000. Jon Rose has been working with your staff on this so it is no doubt nearly accomplished.

Please give me a call if I left something unanaswered or if I can be of any assistance.

M. J. KLOTZ
Metro Program Manager

nyr

cc: R. N. Bothman
D. R. Adams
T. A. Spence
E. L. Hardt

Attachment

METRO
METROPOLITAN SERVICE DISTRICT
527 S.W. HALL ST., PORTLAND, OR. 97201, 503/221-1646

MEMORANDUM

Date: August 13, 1980

To: Larry Rice

From: Bill Pettis

Regarding: Transfer of Federal Aid Funds

In response to your request, Metro has transferred $300,000 from the Farmington Road TSM project to the Canyon/TV Highway TSM project. Enclosed is TIP Project Adjustment No. 8008072 confirming that the funds have been transferred and that the TIP has been amended accordingly.

Please be aware that Metro applies the National Composite Construction Index each quarter to all Interstate Transfer projects as a means of balancing with the Federal Government's figures. This means that available remaining funds (unobligated balance) will vary throughout the year in accordance with the Index. The quarter ending March 31, 1980 called for a downward adjustment of 0.04317 which is not reflected in the transaction statement. When applying this adjustment factor to the Farmington Road project and to the Canyon/TV Highway project, the new unobligated balances (Federal) will be $717,461 and $327,988 respectively. The next issue of the quarterly TIP will reflect these amounts.

BP:lmk

Enclosure
CC: Lon Topaz
Mike Borresen
Max Klotz

```
                        METROPOLITAN SERVICE DISTRICT

                           TIP PROJECT ADJUSTMENT

                                 07-Aug-80

                 STATEMENT OF TRANSACTION IN FEDERAL DOLLARS

PER REQUEST DTD AUGUST 1, 1980


TRANSACTION #: 8008072
PROJECT: CANYON/TV HWY CORRIDOR(OR8) TSM-WALKER RD TO MURRAY BLVD
FUNDING: MT HOOD CATEGORY V-TSM PROJECTS
SPONSOR: CITY OF BEAVERTON
FILE # : 55293682
RESOLUTION: MSD ADMINISTRATIVE ADJUSTMENT

**********PREVIOUS STATUS***********                *****NEW STATUS*******

                      LESS    UNOBLIGATED     THIS    UNOBLIGATED      PROJECT
          TOTAL  OBLIGATION     BALANCE   TRANSACTION   BALANCE         TOTAL
-----------------------------------------------------------------------------
PRELIMINARY ENGINEERING
         53,674      25,000      28,674            0      28,674        53,674
CONSTRUCTION
        421,156           0     421,156      300,000     721,156       721,156
TOTAL
        474,831      25,000     449,831      300,000     749,831       774,831


PROJECT: FARMINGTON RD CORRIDOR(OR208) TSM-185TH AVE TO LOMBARD AVE
FUNDING: MT HOOD CATEGORY V-TSM PROJECTS
SPONSOR: WASHINGTON COUNTY
FILE # : 55294684


PRELIMINARY ENGINEERING
         94,322           0      94,322            0      94,322        94,322
CONSTRUCTION
        548,464           0     548,464     -300,000     248,464       248,464
TOTAL
        642,786           0     642,786     -300,000     342,786       342,786


[][][][]
293*12*     34599*32*    241401*10*     25000****           0   749831
294*12*    101260*32*    266740****            0   342786
```

The Honorable Jack Nelson, Mayor of Beaverton, and Lon Topaz, City of Beaverton, appeared before the Commission and explained the traffic problems in Beaverton by use of a slide presentation and model and discussed a project which could help to relieve these problems. They said Beaverton is bisected by a railroad which creates great hardship in relation to their vehicle traffic flow.

X

The proposal would be for the City of Beaverton to transfer $300,000 of Interstate Transfer Funds from their Farmington Road Project to the State Tualatin Valley Highway/217 Highway Project which was to be funded with 100 per cent State Funds. With the relief of this $300,000 obligation, the State would provide 9 per cent of the match for the Allen Boulevard Project. The City Urban Renewal Funds would be used on the Farmington Road Project as such funds cannot be used for the Allen Boulevard Project.

Mr. Coulter recommended approval and the Commission unanimously approved the transfer of funds as outlined.

The meeting was adjourned at 10:45 a.m.

(The Commission had lunch with the Association of Oregon Counties - Transportation and Parks Committee and the Local Officials Advisory Committee members at the Local Government Center, 1201 Court Street, Salem.)

Anthony Yturri, Chairman

Tom Walsh, Vice Chairman

Peter J. Brix, Commissioner

B. Gordon Coleman, Commissioner

Michael P. Hollern, Commissioner

Robert W. Gormsen, Manager
Commission Services

1

9730
MSD PRIORITY 3
Develop P.E.

SW 185th. Avenue-SW Murray Blvd.
Farmington Road Highway (TSM)
Washington County

REC'D
3-3-81
G

NARRATIVE REPORT

Purpose of Project

The purpose of this project is to temporarily relieve the traffic congestion on the Secondary State Highway, Farmington Road. This TSM project is a part of an overall improvement program on this highway.

Description

This project is to install five phase signals at SW 185th. Avenue, and SW 160th. Avenue. It is to upgrade the existing five phase signal to an eight phase signal at SW Murray Blvd.

A signal interconnect system is to be installed between 185th. and Murray Blvd. The system would intertie proposed traffic signals at 185th. and 160th. with existing traffic signals at SW Kinnaman, SW 170th. and SW Murray.

Construct bus stops at the northwest corner of SW Kinnaman and the northeast corner of of SW 160th.

The State Highway Div. is to design left turn refuges on Farmington at 185th. and at 160th. These improvements are to be constructed by the County in conjunction with, or prior to, this projects construction.

Project Limits

This project begins at SW 185th. Ave. (MP 6.70) to SW Murray Blvd. (MP 8.89) of Secondary State Highway No. 142, Farmington Highway.

History

The city of Beaverton and Washington County requested on April 12, 1979 a traffic improvement project on Farmington Road from SW 185th. to Hall Blvd. This request involved signalization of various intersections, transit turnouts and intersection improvements at 185th. and also Murray Blvd.

As time passed different intersections were improved under other projects.

On March 18, 1980 a new Federal Aid Project request was made to involve signalization of 185th., 160th. and Murray; transit shelters; and a signal intertie from 185th. to Cedar Hills Blvd. (including existing signals). The project Assessment of April 7, 1980 described left turn refuges to be constructed by the County at 160th. and 185th. as separate projects using County funds only. Also the Beaverton Urban Renewal Agency (BURA) would widen Farmington Road to four lanes east of Murray Blvd. and construct a left turn refuge west of Murray with their funds.

The BURA project was completed in late 1980. They four-laned Farmington from Murray Blvd. east, constructed the left turn refuge west of Murray, set 5 phase signal system at Murray and installed signal intertie system from Murray eastward to Hall on Farmington.

On August 6, 1980 a TAC was held on this project and the final direction, scope and limits of the project were established (See TAC Meeting Minutes of August 6, by Bob Heard, project coordinator and by Raleigh Carothers, Ass't. Res. Eng'r.).

The County requested that the State design the Farmington Road widening at 185th. and 160th. The State is to develop the plans using State standards for Secondary State Highways, however; the County has the responsibility for the cost and construction of the roadway improvement on 185th. and 160th.

Right of Way

The R/W acquisition is to be the responsibility of Washington County at both 185th. and 160th. There will be no R/W acquisition on this project.

SW 185th. Intersection Construction
BY COUNTY

The existing bikeway on the south side of Farmington was constructed in 1976 under state contract. The county requested at the 8-6-80 Technical Advisory Committee (TAC) that this project not disturb that bike path and that the R/W and construction be all north of the bikeway. The constructed bikeway is only seven feet wide. However, Metro staff has indicated by August 25, 1980 letter that widening the bikepath on this project should not be considered since it mainly is a signal and intertie project.

There were two alternatives to the design for the right turn from Farmington westbound to 185th. northbound. The State preferred the 55 foot radius rather than the 40 foot radius. Washington County concurred with the State's preference. Because of the extreme intersection angle a curbed pedestrian island has been included in the design.

TAVERN ENCROACHMENT

The field survey ties indicate that Heidi's Tavern, on the SW corner of 185th. encroaches the Farmington Road R/W by approximately six feet. The 8-6-80 TAC requested the Region I R/W unit to investigate the roadway survey records to determine the precise location of the R/W and send the information to the Salem R/W unit. The tavern location investigation is not to involve this project nor its funds.

Washington County requested a three lane typical section on SW Farmington Rd. of 13 foot driving lanes and 14 foot left turn lanes. This section is at both 185th. and 160th. Metro traffic units statistics show that this typical section is sufficient for traffic at the existing 40 MPH speed.

The alignment of the project is tied to the Photogrammetry BF line run for the aerial survey on SW 185th. by the Salem Highway Photogrammetry Unit. A "P" line was established at the intersection of the Photogrammetry BF line at the bike path on the SW 185th. and Farmington intersection. This point is 434.49' south of BF #3.

The coordinates are on Local Datum Plane.

The "P" line was run from SW 185th. to SW 155th. on SW Farmington. This "P" line was used to tie topography and to map.

The roadway centerline was not run.

The bench elevations were taken from the Photogrammetry elevation information .

A far side stop (northwest corner) was a much better solution since there was enough R/W to permit the bus to have a stopping lane.

TRIMET concurred with a far side stop at this signalized intersection if a bus stop lane were provided for the buses. The far side stop was chosen at the 12-11-80 TAC meeting.

Mapping Control

The mapping is tied from the "P" line run in the existing bikeway on the south side of the roadway.

Right of Way

The R/W pins were located and tied to this "P" line and the project will require no additional R/W. The wide R/W was acquired at an earlier date.

Drainage

The bus stop is located at the top of a vertical curve. There exists a water pocket near the existing signal pole on the northeast corner.

The existing driveway pipe on the north side of the roadway between Sta. 234+10 and 235+44 cannot be utilized because it is above the subgrade of the proposed bus lane and taper.

The grade of the curb gutter and edge of pavement is designed to run from east to west even though the vertical curve exists. The edge of pavement drainage line would be 54 feet left between Stations 234+30 to 235+10 then angle across the driveway to the face of curb opposite Sta. 235+35. Excavation of a connection ditch is necessary to get the water from the pavement drainage line left of Sta. 234+30 west to the existing ditch.

Driveways

The two driveways involved in this project are to be excavated and reconstructed in order for the drainage to function. The driveways will have a 7 inch subgrade; five inches of base rock and 2 inches of Class "B" A.C.

Existing Signal Control Box

The existing signal control box will be in the back side of the bus stop side walk. The underground conduit of the traffic signals are to be adjusted (before construction) by State forces. The controller box and signals are to remain in place.

Pavement Excavation and Overlay

Pavement excavation is to be limited to the pavement edge trimmed back (up to a foot or to the discretion of the Engineer) to compacted subbase.

A pavement overlay is designed to correct a low area in the existing pavement where water now stands. This extends from Station 235+50 to 236+50. Without the grade correction by overlay, the water will accumulate along the bus stop sidewalk area.

Utilities

One power pole left of Sta. 234+95 will be in the cut slope but does not need to be moved. One water meter left of Sta. 234+80 is to be adjusted.

160th. & Farmington Intersection

BY COUNTY

The "P" line was established along the bikeway on the south side of the highway. This "P" line is tied from the SW 185th. Photogrammetry line.

The roadway centerline was not run but enough property corner pins were located so that a centerline could be established.

The construction and R/W purchase is to be done only on the north side so that the 7' bikeway will not be disturbed.

The face of the proposed curb along the north side is one foot south of the north R/W line. This allows for the typical section of two 13 foot driving lanes and a 14 foot median and yet having the curb in the existing R/W.

The construction and R/W acquisition are to be done by the County from their funds. This TSM project will involve the traffic signals and the bus stop on the northeast corner. The bus stop should be constructed with this projects' bus stop funds furnished by TRIMET.

Drainage (by the County)

There are two existing pipes affected by the construction of the roadway improvement. There is a 30" concrete pipe at sta. 264+10 just off the west end of the improvement and one 24" concrete pipe at sta. 275+50. A manhole will be necessary at the north end of the existing 24 inch pipe so that storm sewer pipe from the catch inlets along the curb can be connected. The water from the 24 inch pipe now drains into a 12 inch field drain. During hard winter rains of December 1980, the 12 inch field drains capacity was enough to take all the water from the 24" pipe.

Bus Stop (constructed by this projects funds)

A 6" x 60' concrete walk bus stop was designed into the intersection at TRIMET'S request on the near side of the intersection outbound. A bus shelter was not incorporated into this design because outbound passengers do not dwell at the bus stop long enough to be protected by a bus shelter.

Utilities

There is a power pole line inside the north R/W line of SW Farmington. Provision will be necessary by the County to provide a utility easement for this pole line. There is a proposed slope easement noted on the detail map in the areas where the utility easement will be required.

SW Kinnaman Intersection

History

TRI-MET requested a bus stop improvement at the Kinnaman intersection for west bound bus traffic.because the passengers now disembark into a highway drainage ditch. The bus stop is on the northeast corner (near side stop) .

Upon field investigation, it was found that any improvement at the present location was not feasible. There is no existing pedestrian crossing on the east side of the intersection from north to south. If anyone in a wheelchair utilized the bus stop sidewalk he would find it necessary to wheel himself a minimum of 50 feet in a vehicle driving lane to find a place of refuge. He would then be required to cross two streets to get to the existing pedestrian/bikeway.

Signal Intertie System

This project includes a signal intertie of the traffic signals between SW 185th. and SW Murray Blvd. The County requested span wire on the existing power poles on the north side of the Farmington Highway.

Estimate Summary
SW 185th - SW. Murray Blvd.
Farmington Hwy
Washington Co
12-5-80

EC Purdy, R.L.E.

134-1915

Signal Construction Estimate

S.W. 185th 5 phase signal	$ 66,175
S.W 160th 5 phase signal	66,000
S W Murray Blvd	
5 phase signal to 8 phase signal	27,000
Span Wire $1.50/ft x 11,000 L.F	16,500
Traffic Signal Est. Total	$ 175,675

S.W. Kinnaman Bus Stop Construction	28,125
S.W. 160th Bus Stop (at the time of County construction of 160th Intersection improvement)	1,400
Bus Stop Const. Total	$ 29,525

Signal Work	$ 175,675
Bus Stop Const.	29,525
Total Amount of project.	$ 205,200
+ 20% E & C	41,040
	$ 246,240

Signal Cost Data
S.W. 185th - S.W. Murray Blvd
Farmington Hwy
Washington Co.

E C Purdy, R.L.E. 12-5-80 134-1915

185th Signal (5 phase)	Signal & Installation	$65,000
	Signal Testing	1,175
		$66,175
160th signal (5 phase)	Signal & Installation	$65,000
	signal testing	1,000
		$66,000
Murray Blvd signal (5 phase to 8 phase)	Loops, feeder, Heads, signs etc.	$7,000
	Controller	14,000
	Co-ordination w/ intertie	5,000
	signal testing	1,000
		$27,000
Span Wire	$1.50/ft x 11,000 L.F.	$16,500

Estimate by John Irwin of the
Salem Traffic Section

~~Form~~ 9730 Form E-39 (Rev. 8-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section SW 185th - SW Murray Blvd.

Highway Farmington Road #142

County Washington #34

Date September 11, 1981

Authorization No. 4

Survey Prefix 134-1915 (Assigned by Salem office)

Description of termini, route, length, etc.: The westerly terminus of this survey is 1000 feet west of Farmington and 185th. The easterly terminus is the intersection of Farmington and Murray Blvd. The overall length of the project is 2.4 miles.

Proposed: Channelization and signals at the intersection of SW 185th and SW 160th. Construct bus stops at Kinnaman St. and at 160th. Intertie signals between 185th and Murray Blvd.

Purpose of survey: State to perform field survey, design intersection widening improvements at 160th and 185th, and complete PS&E.

Estimate of cost: $205,200 (construction)
Funding: FAIX (Mt. Hood Transfer)
F.A. No. IX-9064(2) 9-17-81
Class II, Categorical Exclusion

Field Survey	(901)	39,000	48,000
Citizen Participation	(902)		275
City or County	(903)		
Consultant	(904)		
Final Design	(905)	3,000	6,470
Bridge Design	(906)		216
Preliminary Design	(907)		
R/W Description	(909)		391
Soils & Geology	(910)	1,000	621
Traffic	(911)	15,000	17,285
Landscape	(912)		
Liaison R/W	(913)	2,000	1,844
Utility	(914)	300	505
Photogrammetry	(916)	100	88
Location Studies	(918)		
Engineering Graphics	(919)		
Project Management	(920)	200	340
Specifications	(921)	2,000	313
Administrative Services	(922)	200	12
Environmental	(923)	2,200	2225
Dept. of Transportation	(924)		
Air Quality Monitoring	(925)		3
Foundation Exploration	(926)		
Seminars & Training	(950)	200	96
Hearings	(980)		
Personal Leave Time	(960)		
	932		164
	936		187
	938		134
			79,260

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

RECEIVED
OCT 2 1981
LOCATION SECTION

Total estimated cost of survey	$ 65,200
Previous authorization	56,300
Additional authorization requested	8,900
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:
CURTIS H. DUVAL, Metro Location Engineer ~~Field Engineer~~

Recommended for Approval:
~~Regional Engineer~~
D.R. ADAMS, Project Development Engineer

Recommended for Approval:
Location Engineer

Approved:
E.A.H.
Assistant State Highway Engineer

SP*23604-734

9730

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 16, 1981

In Reply Refer to File No.: PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Program Change
Item No. 00027
Project No. IX-9064(2)
S.W. 185th Ave.-S.W. Hall Blvd.
Washington County

I request approval of a minor program change to adjust the estimated preliminary engineering costs to reflect more accurately the scope of work, based on the attached justification letter from Mr. Spence dated 9/9/81.

Approval of this request will involve an increase of $7,200 in total cost and Federal obligation of $6,120 in Interstate Substitution General Funds (Appn Code 772) with revised financing as follows:

	TEC	FF	%	APPN CODE
Present	$65,200	$55,420	85%	---
Previous	58,000	49,300	85%	823
Difference	$ 7,200	$ 6,120	85%	772

The funds for this increase in cost is to come from the FY '81 supplemental allocation.

DRH:pf
Attachment

cc: R. N. Bothman, Metro
F. E. Terpin
Judy Smith, Metro
Jon Rose, Metro
E. L. Hardt, Region 1
Gary Zehner, w/attachment
General Files

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: September 14, 1981

File No: 134-1915

TO F.E TERPIN
Location Engineer

FROM. T.A. SPENCE
Plan & Program Manager

SUBJECT: SW 185th-SW Murray Blvd.
Farmington Road
Washington County

I request your approval for the attached Authority for Survey No. 4 for this project. This is an Interstate Transfer project sponsored by Washington County.

The main contributors to this overrun are the field survey (901) and environmental (923) functions. The field survey costs increased because of the relocation of a bus stop at SW Kinnaman involving additional field work, right-of-way research, and design. In addition, there were design changes on the SW 185th intersection. This involved several proposed designs with accompanying estimates for the intersection prepared at the request of Washington County. The environmental costs (923) increased because it was necessary to write two Project Category Requests to document changes in the definition of the project. There was also a supplemental environmental memo required following the second Project Category Request. In addition, a noise study report still needs to be prepared.

This Authority for Survey for $65,200 is 31.8 percent of the current construction estimate of $205,200. This high percentage of PE is partially attributable to this project being downscaled to keep the construction estimate within the allowable funds. This downscaling was done after some PE had been completed on the project as originally defined.

The federal funds for this increased authorization are to be obligated from the Supplemental FAIX allocation.

TAS:ECM:JS

cc: D.R. Adams
C.H. Duval
E.C. Purdy
J.R. Rose
D.E. Swan
G.E. Zehner
J.L. Gaither
R.C. Brooks

9/16/81

DOWNSCOPING CONSISTED, PRIMARILY, OF THE ELIMINATION OF INTERSECTION REVISION & SIGNALIZATION WORK AT MURRAY BLVD. THE 1979 CONSTRUCTION ESTIMATE WAS $551,000.

JOHN GRASSMAN
LOCATION PROGRAM ENGR

PRELIMINARY ENGINEERING

Major Class 19
(also 07, 08, 09)

Engineering		AUTHORIZATION APPROVED BY FHWA	TOTAL AUTHORIZATION REQUESTED
901	Resident Engineer	29 600	39 000
902	Citizens involvement		
903	Payment to local government		
904	Consultant fees		
905	Final Design	3 000	3 000
906	Bridge Design		
907	Preliminary design		
908	Field testing section (construction)		
909	Right of way descriptions		
910	Soils and geology	2 000	1 000
911	Signing (traffic department)	17 000	15 000
912	Landscape department		
913	Right of way - liaison & relocation	2 500	2 000
914	Utility liaison	300	300
915	Audits by Accounting Section		100
916	Photogrammetry		
917	Inventory needs		
918	Reconnaissance and hydrology		
919	Engineering graphics		
920	Project management	200	200
921	Specifications	2 000	2 000
922	Administrative Services - engineering	200	200
923	Environmental Section	1 000	2 200
924	Department of Transportation		
925	Air monitoring		
926	Foundation investigation		
950	Training courses, conferences & seminars	200	200
955	Employee relocation assistance program		
960	Personal leave		
975	Historical sites inventory		
980	Public hearing charges		
985	EEO monitoring expense		
986	"Non-State" employees travel		
		$ 58 000	$ 65 200

Section: SW 185th - SW MURRAY

Highway: FARMINGTON

County: WASHINGTON

Prefix: 134-1915

9730

3-19-82

SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Sections
2A	Typical Sections, Summary
3	Plan
3A	Profile

Temporary Protection & Direction of Traffic written in Specs.

STATE OF ORE

DEPARTMENT OF TRAN

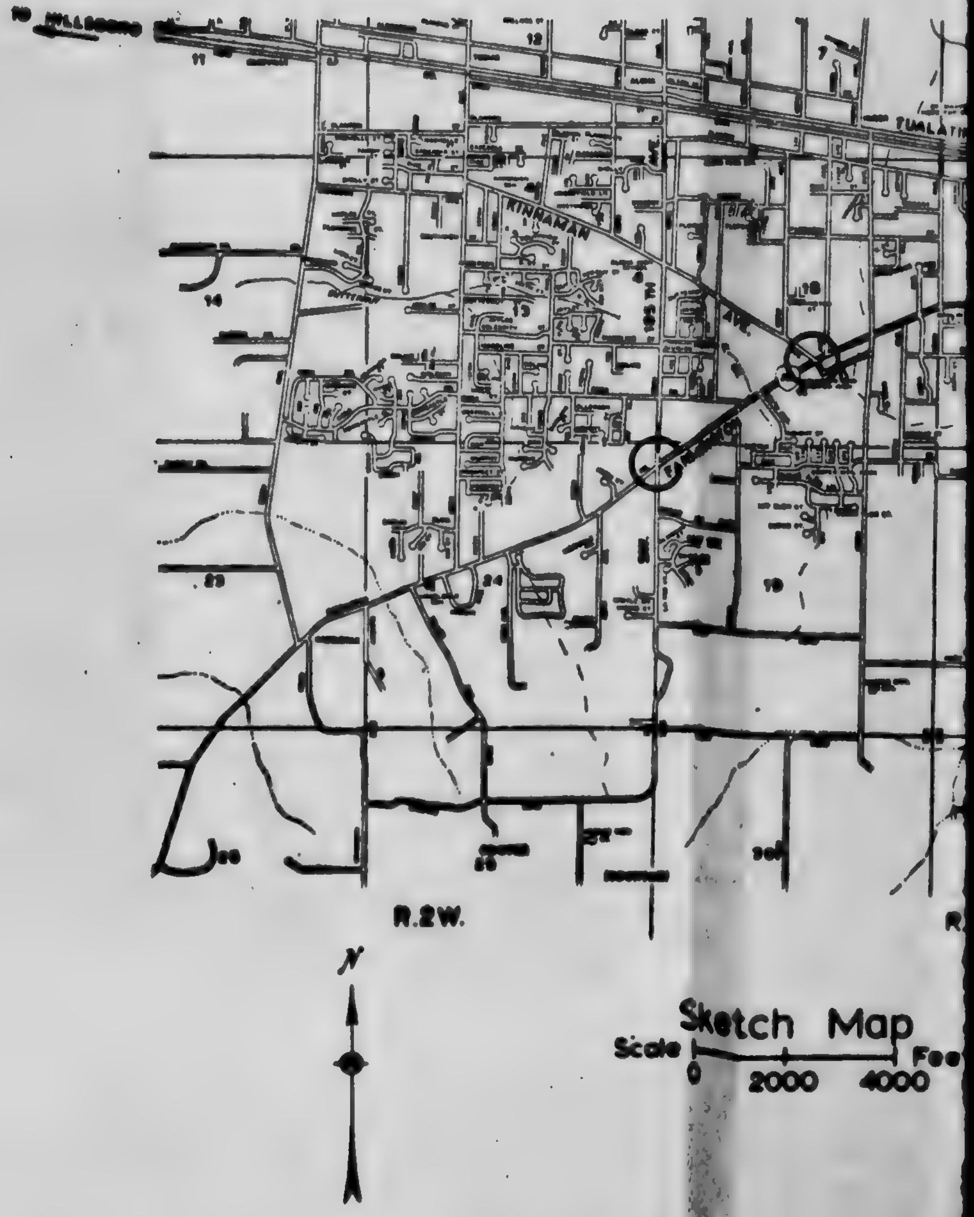
STATE HIGHWAY

PLANS FOR PROPOSED P

S.W. 185TH AVE. - S.W. MURRAY B

FARMINGTON HIG

WASHINGTON COUN


TO HILLSBORO
KINNAMAN
AVE.
TUALATIN
R.2W.
R.
N
Sketch Map
Scale 0 2000 4000 Fee

S.W. 185TH AVE.~S.W. MURRAY BLVD. (BEAVERTON) SEC. FARMINGTON HIGHWAY WASHINGTON COUNTY				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

TE OF OREGON

T OF TRANSPORTATION

HIGHWAY DIVISION

PRELIMINARY COPY
FEB 11 1982
SUBJECT TO CHANGE
FINAL DESIGN UNIT

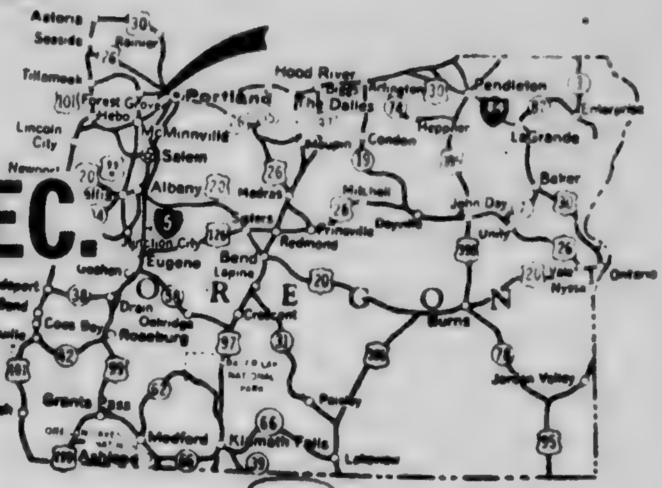
FA1-X

S FOR PROPOSED PROJECT

MURRAY BLVD. (BEAVERTON) SEC.

MINGTON HIGHWAY

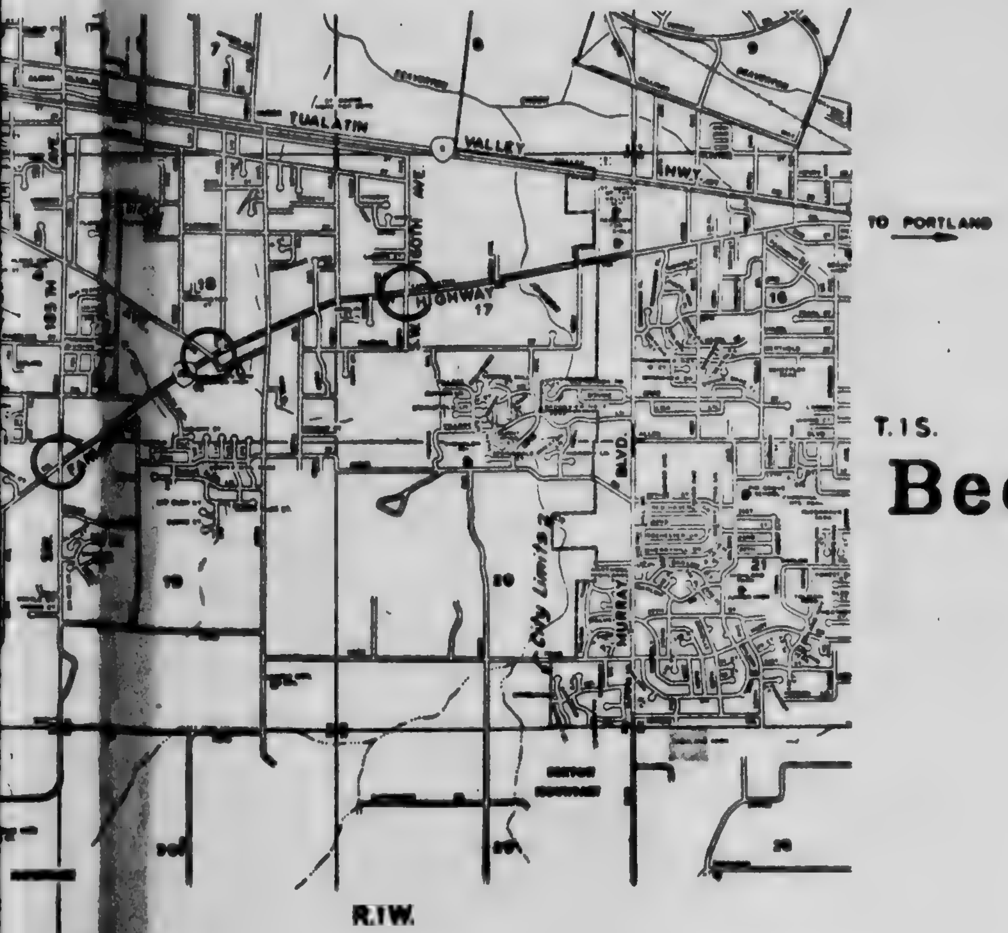
VASHINGTON COUNTY


Astoria
Seaside
30
26
Tillamook
101
Forest Grove
Hebo
Portland
Hood River
The Dalles
Arlington
30
Pendleton
Enterprise
Lincoln City
McMinnville
Salem
Newport
Condon
Heppner
La Grande
Albany
Madras
Mitchell
Baker
Junction City
Eugene
Redmond
Prineville
John Day
Unity
Bend
Lapine
Reedsport
North Bend
Coos Bay
Coquille
Drain
Oakridge
Roseburg
Crescent
Burns
Vale
Nyssa
Ontario
O
R
E
G
O
N
97
20
26
5
Grants Pass
Gold Beach
Medford
Ashland
Klamath Falls
Lakeview
Paisley
Jordan Valley
66
95

APPROVED AS NOTED

For WASHINGTON COUNTY
Date 3-19-82

PRELIMINARY COPY
SUBJECT TO CHANGE


TUALATIN
VALLEY
HWY.
TO PORTLAND
HIGHWAY
17
185TH
MURRAY
BLVD.
City Limits
R.1W.
T.1S.
Beaverton

Sketch Map
Scale 2000 4000 Feet

4678
H. S. COULTER

4652
EDGAR S. HUNTER

H. S. Coulter STATE HIGHWAY ENGINEER

E. S. Hunter ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Tom Walsh	VICE CHAIRMAN
Peter J. Brix	COMMISSIONER
Robert F. Dwyer	COMMISSIONER
N.B. Giustina	COMMISSIONER
Fred D. Miller	DIRECTOR OF TRANSPORTATION

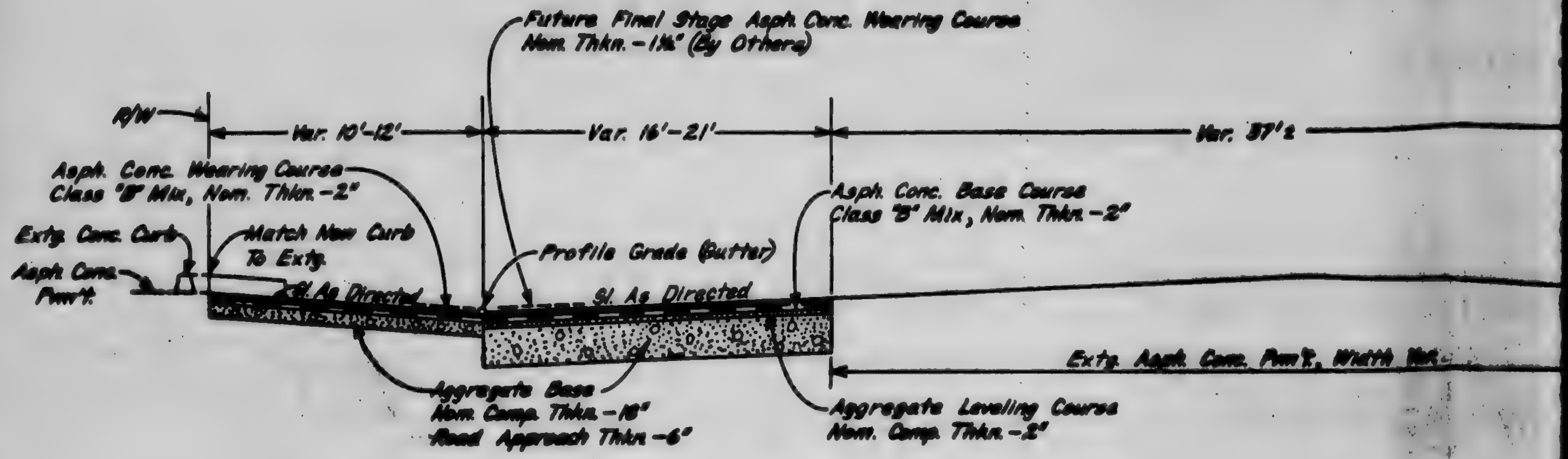
DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

FIELD OPERATIONS ENGINEER DATE

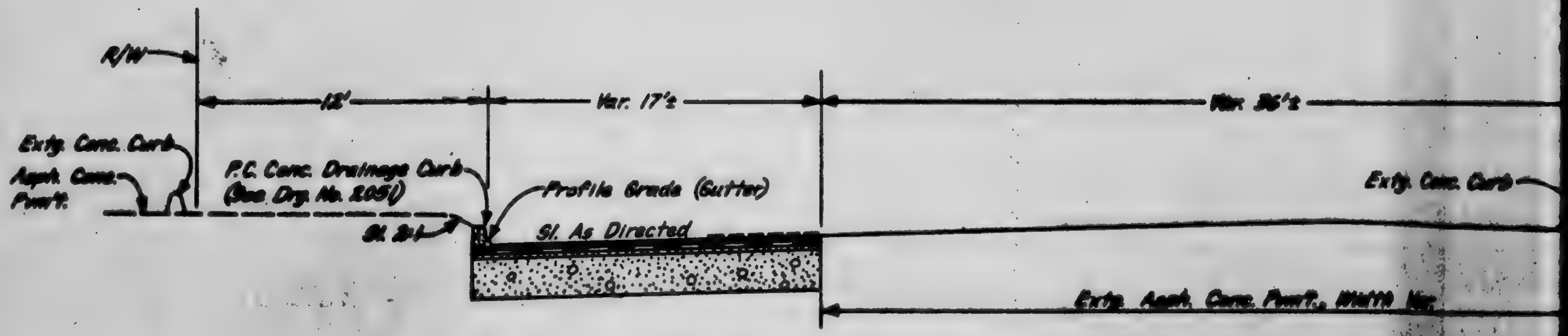
TYPICAL SECT

No R/W Map



Future Final Stage Asph. Conc. Wearing Course
Nom. Thkn. - 1½" (By Others)
R/W
Var. 10'-12'
Var. 16'-21'
Var. 37'±
Asph. Conc. Wearing Course
Class "B" Mix, Nom. Thkn. - 2"
Asph. Conc. Base Course
Class "B" Mix, Nom. Thkn. - 2"
Extg. Conc. Curb
Match New Curb
To Extg.
Asph. Conc.
Pvm't.
Profile Grade (Gutter)
Sl. As Directed
Sl. As Directed
Extg. Asph. Conc. Pvm't., Width Var.
Aggregate Base
Nom. Comp. Thkn. - 18"
Road Approach Thkn. - 6"
Aggregate Leveling Course
Nom. Comp. Thkn. - 2"

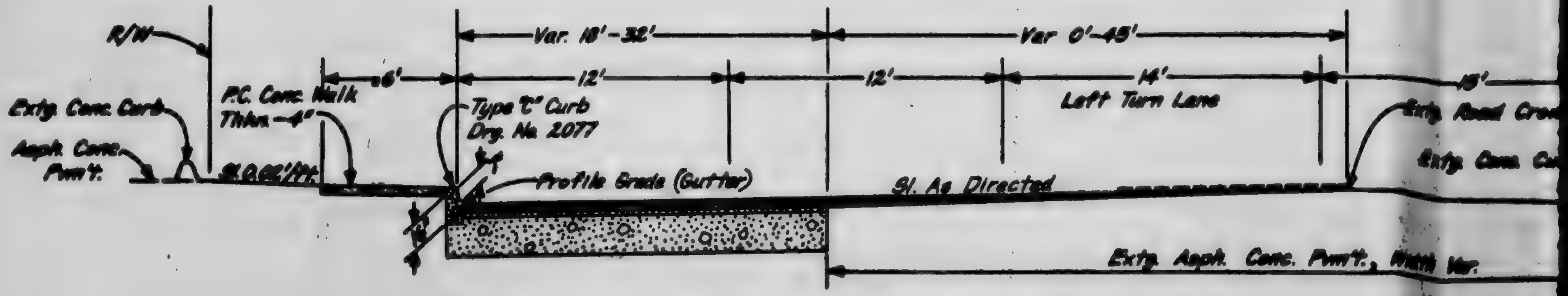
STA. 234+20 To STA. 234+52
235+03 To 235+33



R/W
12'
Var. 17'±
Var. 36'±
Extg. Conc. Curb
Asph. Conc.
Pvm't.
P.C. Conc. Drainage Curb
(See Drg. No. 2051)
Profile Grade (Gutter)
Sl. 2:1
Sl. As Directed
Extg. Conc. Curb
Extg. Asph. Conc. Pvm't., Width Var.

(For Surfacing Details Not Shown, See Section Above)

STA. 234+52 To STA. 235+03



R/W
Var. 18'-32'
Var 0'-45'
±6'
12'
12'
14'
Left Turn Lane
13'
Extg. Conc. Curb
Asph. Conc.
Pvm't.
P.C. Conc. Walk
Thkn. - 4"
Sl. 0.02'/Ft.
Type "C" Curb
Drg. No. 2077
Profile Grade (Gutter)
Sl. As Directed
Extg. Road Crow
Extg. Conc. Cu
Extg. Asph. Conc. Pvm't., Width Var.

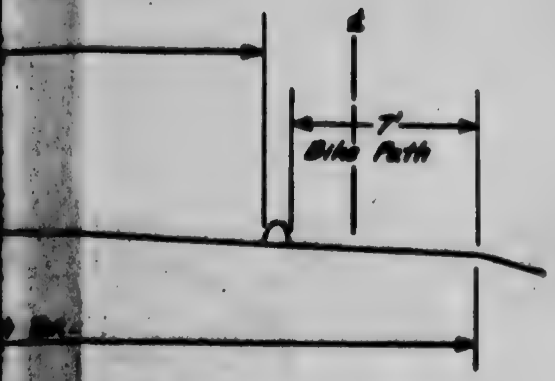
(For Surfacing Details Not Shown, See Section Above)

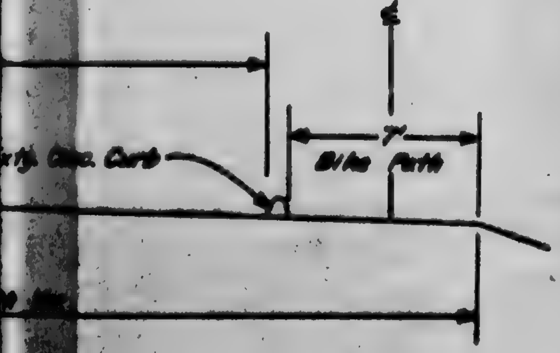
STA. 235+33 To STA. 236+45 (Taper Section)

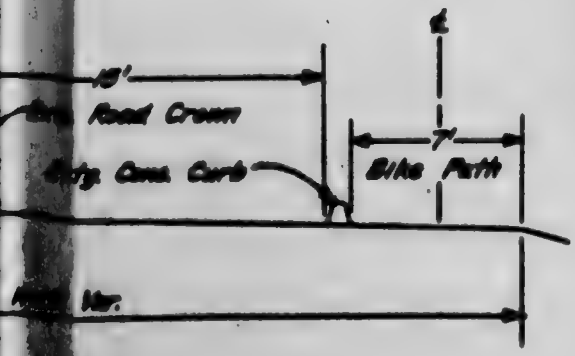
Calc. Roberts Wetzel

CTIONS

S.W.185TH AVE.-S.W.MURRAY BLVD.(BEAVERTON)SEC. FARMINGTON HIGHWAY WASHINGTON COUNTY				SHEET No. 2
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index




℄
7'
Bike Path
Extg. Conc. Curb


℄
15'
Extg. Road Crown
Extg. Conc. Curb
7'
Bike Path
Var.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

In Reply Refer to
File No.:
PRO

Date: August 18, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 00027
Project No. IX-9064(3)
S.W. 185th Ave.-S.W. Kinnaman Ave. (Beaverton) Sec.
Washington County

Attached data consists of PR-1 forms with project maps.

It is the Oregon State Highway Division's present intention to receive bids for this project on September 22, 1983.

A copy of State Clearinghouse A-95 review conclusions was previously forwarded.

DRH:bkb
Attachments

cc: E.L. Hardt (Metro)
Jon Rose (Metro)
Robin Brooks (Metro)
Gary Zehner w/att.
General Files

Budget Bureau No. 41-R2067; Approval

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

August 18, 1983

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPART
BUREA

CARD 2	REPORT NUMBER (10) (20)	PROJECT LOCATION (45 typewriter spaces) 21 SR 208, SW 185th to SW Kinnaman (Beaverton)	ADT	PRESENT 14,000	FUTURE ----	YEAR ----	REGION 10	STATE NAME Oregon	STAT CODE 41

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Channelization & Traf. Signals	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER	PREFIX LETTER(S) IX-	NUMBER 9064	SEQ. N (3)

CARD 4	CLASS OF FEDERAL FUNDS Interstate Substitutions General Funded	COUNTY NAME Washington				CODE 067
	NAME OF URBAN AREA 17-31 Portland	ROUTE NO. U	FEDERAL-AID 9064	STATE 142	U.S. ----	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (85%)	STATE FUNDS	OTHER FUNDS (County)
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE							
5					ROW							
5					CONST (CODE) TOPICS SFTY Y031		"S.W. 185th Ave.-S.W. Kinnaman Ave. (Beaverton) Sec."	0.00	(200,000) 150,000	(I-80N) 127,500	----	22,500
CARD 1	CODE 1	PREPARED BY DRH					PROJECT TOTALS	0.00	150,000	127,500	----	22,500
1	14	PROGRAM APPROVAL DATES							(16) (23)	(24) (33)		

134-1915

REMARKS
Additional Data: Item No. 00027; Proj
No. IX-9064(2).

-over

USCOMM

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

NO.

O.

August 18, 1983

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
SR 208, SW 185th to SW Kinnaman (Beaverton)		14,000	----	----	10	Oregon	41	178	00027

PROPOSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only: POST MI.	DESIG.
tion & Traf. Signals								IX-	9064	(3)		

AL FUNDS
erstate Substitutions General Funded

AREA
Portland

COUNTY NAME: Washington
CODE: 067

ROUTE NO. U
FEDERAL-AID: 9064
STATE: 142
U.S.: ----

PROGRAM STAGE: ☐ 1 OR ☐ 2

CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (85%)	STATE FUNDS	OTHER FUNDS (County)	CHARACTER OF PROPOSED WORK (Full description)
	PE								
	ROW								
	CONST (CODE) TOPICS SFTY Y031		"S.W. 185th Ave.-S.W. Kinnaman Ave. (Beaverton) Sec."	0.00	(200,000) 150,000	(I-80N) 127,500	----	22,500	
ARED BY			DRH	PROJECT TOTALS 0.00	150,000	127,500	----	22,500	

RAM APPROVAL DATES

REMARKS
Additional Data: Item No. 00027; Project No. IX-9064(2).

-over

USCOMM DUSCOMM-DC 40005-P61

S.W. 185th Ave.-S.W. Kinnaman Ave. (Beaverton) Sec.

Remarks continued:

Project Data: Work consists of; 1) channelization of intersections of Farmington Hwy. at S.W. 185th Ave. and at Kinnaman Ave. requiring grade, drain and H-T pave; 2) install and upgrade multi-phase traffic signals at same intersections; 3) adjust utilities as required; and incidentals common to this type of projects.

Maintenance and Accommodations of Utilties: A State-County Agreement No. 7194 was executed on 9-19-80 complying with Section 116, Title 23 USC and paragraph 6d(1) of PPM 30-4.1 (FHPM 6-6-3-2) respectively.

Note: 1. This project is in Congressional District No. 1.
2. Included in MSD FY '83 AE/TIP on page 111, No. 153.

FHWA-37's Data:

SFTY (Channel.) Kinnaman ---------------------	$ 40,000
Y031 (Traf. Signals) Kinnaman & SW 185th Ave.--	$110,000

Section SW 185th Ave - SW Kinnaman Ave (Beaverton) Programming Estimate $ 210,000

9730

Highway Farmington [illegible] Proj[illegible] Length (Work Areas) 0.5 mile

County Washington 8-23-83 Completion Time 220 calendar days

Kind of Work Grading, Paving & Signals Est. Comp. Date 5-31-84

Prefix 134-1915 Letting Date 9-22-83 Project No. IX-9084(3)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 310,680
Anticipated Additional Items:		
Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing	1500	20-90
Permanent Pavement Striping	2,500	
Temporary Pavement Striping	1,000	
Remove Pavement Striping (Exist. & Temp.)	1,000	
Temporary Erosion Control		
State Furnished ______		
Roadside Seeding & Mulching	500	$ 11,600
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x ____ hrs.)		
State Responsibility for Damages		
Signal Controller Testing	3,100	
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
Signal Turn-on and Software	2000	
______		
______		
______		
______		
Adjust Utilities:		
______		
______		
Subtotal		$ 322,280
Contingencies (4-1/2%)		14,502 60
Engineering (~~8~~, 9, ~~10~~%)		29,005 20
Subtotal		$
Credit for ______		
Estimated Net Authorization, Construction	IX - 152,912 Developer - 212,874	$ 365,787 85

APPROVED CC: Jon Rose

OK

Rec'd 8-23-83 E

______
Road Design Engineer

Rev. 11/81

~~SUMMARY--BID SCHEDULE~~--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

Section S.W. 185th Ave - SW Kinnaman Ave (Beaverton)	County Washington		Sheet 1 of 2
Kind of Work Grading, Paving & Signals	Length	Date	Name Galloway

No.	Item	Code	Unit	Quant.	Unit Cost	Total
	~~COST ANALYSIS UNIT.~~ 19 Aug 83 THIS ENGINEERING ESTIMATE IS PRICED FOR BID LETTING 22 Sept 83					
1	Mobilization		Lump Sum	All	-	22,000
2	Temporary Protection And Direction Of Traffic		Lump Sum	All	-	5,500
3	Temporary Signs		Sq. Ft.	400	6	2,400
4	Temporary Barricades		Each	3	70	210
5	Temporary Plastic Safety Markers		Each	25	60	1500
6	Flagmen		Hour	1600	15	24,000
	ROADWORK					
7	Removal Of Structures And Obstructions		Lump Sum	All	-	2,000
8	Embankment In Place		Cu. Yd.	1460	6	8,760
9	Trench Excavation		Cu. Yd.	510	10	5,100
10	Finishing Roadbed And Slopes		Lump Sum	All	-	5,000
11	Watering		M. Gal.	90	10	900
12	Coarse Aggregate Base		Ton	3800	7.50	28,500
13	3/4"-0 Aggregate Base		Ton	480	7.50	3,600
14	Class "B" or Class "C" Asphalt Concrete		Ton	1500	32	48,000
15	12-inch Culvert Pipe		Lin. Ft.	200	12	2,400
16	8-inch Sewer Pipe		Lin. Ft.	130	8	1,040
17	12-inch Sewer Pipe		Lin. Ft.	1,100	12	13,200
18	Extra For Pipe Under Pavement		Lin. Ft.	100	15	1,500
19	Concrete Manholes		Each	1	1,000	1,000

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

Section: SW. 185th Ave. - SW. Kinnaman Ave. (Beaverton)
County: Washington
Sheet 2 of 2
Kind of Work: Grading, Paving & Signals
Length:
Date:
Name: Galloway

No.	Item	Code	Unit	Quant.	Unit Cost	Total
20	Concrete Inlets, Type G-1		Each	1	350	350
21	Concrete Inlets, Type CG-1		Each	6	350	2,100
22	Concrete Inlets, Type CG-2		Each	3	350	1,050
23	6-inch Drain Pipe		Lin Ft	110	3	330
24	Filter Fabric		Sq. Yd	110	2	220
25	Gravel In Drains		Cu. Yd.	20	20	400
26	Concrete Walks		Sq. Yd.	1130	10	11,300
27	Concrete Driveways		Sq. Yd.	290	12	3,480
28	Concrete Curbs Type A		Lin. Ft.	1670	7	11,690
29	Concrete Curbs, Type C		Lin Ft	300	4	1,200
30	Concrete Islands		Cu. Yd.	6	175	1,050
31	Extra For Asphalt Approaches		Each	9	175	1575
32	Extra For Asphalt Ramps		Each	1	100	100
33	Adjusting Manholes		Each	7	175	1225
34	Single Mailbox Supports		Each	4	100	400
	TRAFFIC SIGNALS					
35	Traffic Signal Installation, Complete		Lump Sum	All		87,000
36	Fire Preemption System, Complete		Lump Sum	All		10,600
					Total	310,680

734-1736 (8-81)

9730

PROGRAM SECTION
MANAGER ______ PROJECT UNIT 3
SEP 2 1983
MAN. ASSIST. ______ PROGRAM UNIT ______

117 DOT Building
Salem, Oregon 97310

8-24-83

Attention: Right-of-Way Section

Subject: Federal Aid Project No. IX-9064(2) Prefix: 134-1915
Project Name S.W. 185th - S.W. Kinneman Unit I
Farmington Highway

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Hillsboro, Oregon, this 16th day of August, 1983

County of Washington

~~County Judge~~/Chairman

Commissioner

Commissioner

Certified By:

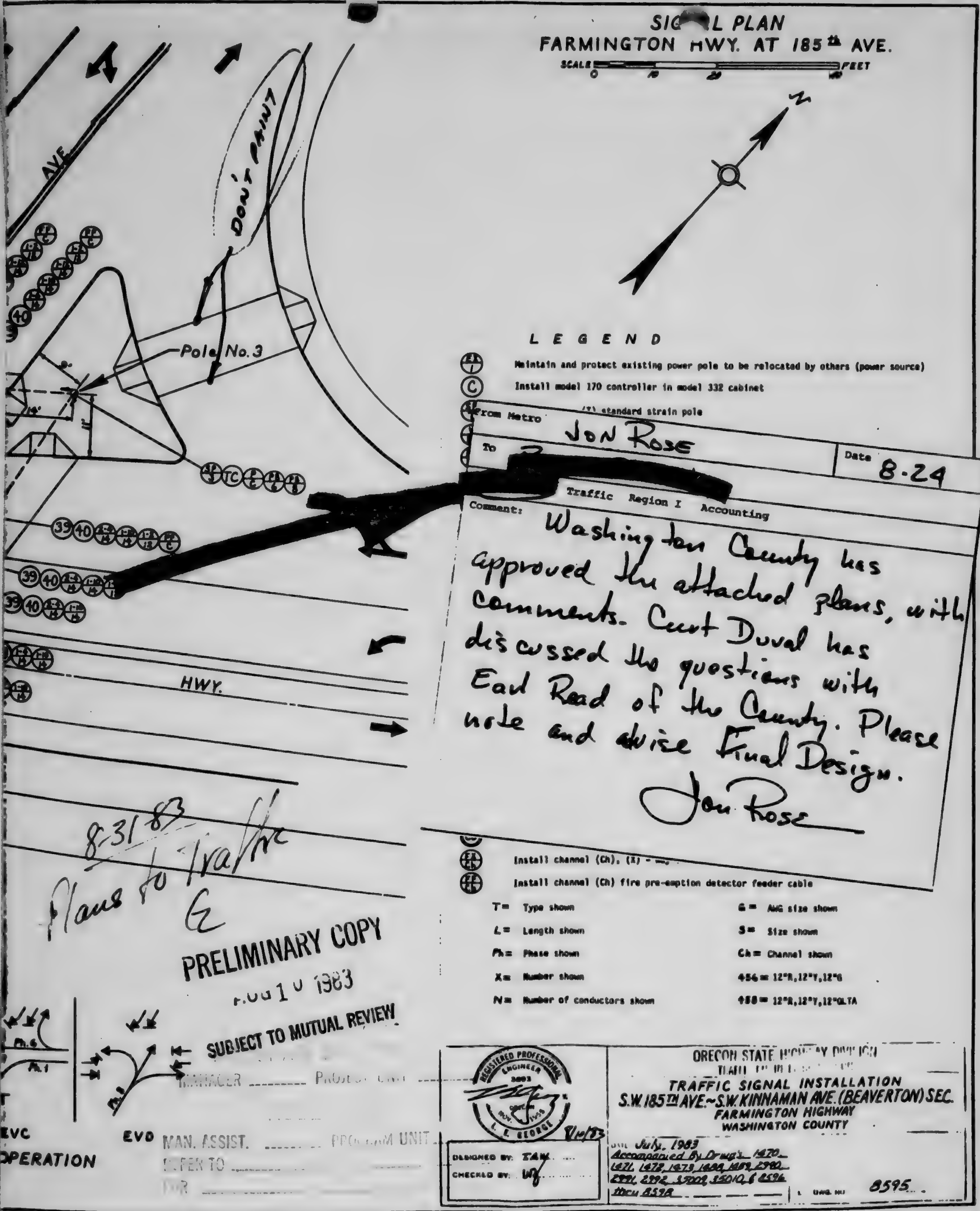
Kenneth Raufe
Regional Right-of-Way Supervisor
Date 8-24-83

APPROVED [illegible] COUNTY
BOARD OF COMMISSIONERS
[illegible] 83-449
DATE 8-16-83
BY Marilyn A. Brulsenger
CLERK OF THE BOARD

Instructions: Complete A or B and C.
R/W File No. ______
Rev. 1/76

7730 [illegible]

SIGNAL PLAN
FARMINGTON HWY. AT 185th AVE.



L E G E N D

Maintain and protect existing power pole to be relocated by others (power source)

Install model 170 controller in model 332 cabinet

(T) standard strain pole

From Metro JON ROSE

To [redacted]

Date 8-24

Traffic Region I Accounting

Comment: Washington County has approved the attached plans, with comments. Curt Duval has discussed the questions with Earl Read of the County. Please note and advise Final Design.

Jon Rose

Install channel (Ch), (X) - ...

Install channel (Ch) fire pre-emption detector feeder cable

T= Type shown

L= Length shown

Ph= Phase shown

X= Number shown

N= Number of conductors shown

G= AWG size shown

S= Size shown

Ch= Channel shown

456= 12"R,12"Y,12"G

458= 12"R,12"Y,12"GLTA

8-31-83
Plans to Traffic
E

PRELIMINARY COPY
AUG 10 1983
SUBJECT TO MUTUAL REVIEW
MANAGER ________ PROJECT UNIT
MAN. ASSIST. ________ PROGRAM UNIT
OPEN TO ________
FOR ________

L. E. GEORGE 8/10/83

DESIGNED BY: TAW
CHECKED BY: WJ

OREGON STATE HIGHWAY DIVISION
TRAFFIC [illegible]
TRAFFIC SIGNAL INSTALLATION
S.W. 185TH AVE.~S.W. KINNAMAN AVE. (BEAVERTON) SEC.
FARMINGTON HIGHWAY
WASHINGTON COUNTY

DATE July, 1983
Accompanied By Drwg's 1470, 1471, 1472, 1473, 1488, 1489, 2990, 2991, 2992, 35009, 35010, & 8596 thru 8598

DWG. NO 8595

October 5, 1983

PRO-ACC

Larry Rice
Director of Public Works
Washington County
150 N. First Avenue
Hillsboro, OR 97123

Dear Mr. Rice:

On September 29, 1983 we received a satisfactory bid from Fabricators Incorporated, 2705 Lancasteer Drive NE, Salem, OR 97301 for SW 185th Ave.-SW Kinnaman Ave. Section of Farmington Hwy.

As described in our Agreement No. 7194, we anticipate the cost of the project will be:

Contractor's Bid		$105,426.45	105,356.45
Anticipated Additional Items:			
Permanent Signing	$ 300		
Permanent Striping	500		
Temporary Striping	200		
Remove Striping	200		
Signal Controller Testing	3,100		
Signal Turn-On and Software	2,000	6,300.00	
SUBTOTAL		$111,726.45	111,656.45
Contingencies (4 1/2%)		5,027.69	5,024.54
Engineering (~~10%~~ (9%)		10,055.38	10,049.08
CONST. COST		$126,809.52	126,730.07
Plus Preliminary Engineering Cost		80,000.00	
TOTAL PROJECT COST		$206,809.52	206,730.00

County Share: 15% of Total Cost $31,021.43 31,009.51

Please submit your deposit of $31,000.00, which should arrive no later than October 21, 1983, as described in one of the three options for payment on the attachment.

Very truly yours,
ORIGINAL SIGNED BY
GARY A. POTTER

Gary A. Potter, Manager
Program Section

10-18-83
Rec'd LGIP
$31,000
&
Contract awarded
10-24-83

GEZ:pf
Attachment

bcc w/AD #83-91: Jon Rose, Metro Region
Vern Skoog - Please return completed AD #83-91 when **advance deposit is received.**

9730

WASHINGTON COUNTY
ADMINISTRATION BUILDING – 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
WES MYLLENBECK, Chairman
BONNIE L. HAYS, Vice Chairman
EVA M. KILLPACK
JOHN E. MEEK
LUCILLE WARREN

DEPT. OF PUBLIC WORKS
ROOM 201
(503) 648-8886

October 18, 1983

10-183-83

Mr. Gary Potter, Manager
Program Section
ODOT, Highway Division
Transportation Building
Salem, OR 97310

RE: Farmington Road (SW 185th Avenue -
SW Kinnaman Road) Estimated Costs

Dear Gary:

In response to your letter of October 5, 1983, Washington County has transferred from our Systems Development Charge fund our proportional share required for this project.

After reviewing your itemized breakdown of costs associated with this project, it seemed particularly interesting that more than 43% of the total project budget has been associated with engineering costs. Given the scope of the project, an expenditure of that magnitude seems disproportionally high. I would appreciate any additional information you may have regarding this matter.

Thank you for your cooperation.

Sincerely,

Larry Rice

Larry Rice
Director of Public Works

LR:JG:ss

PROGRAM SECTION
MANAGER ____ PROJECT UNIT ✓
OCT 19 1983
MAN. ASSIST. ____ PROGRAM UNIT ____
REFER TO ____
FOR ____

~~pls discuss~~
pls. R/D

Done 10-21-83
G

an equal opportunity employer

9730

November 8, 1983

PRO

Mr. Larry Rice
Director of Public Works
Washington County
150 N. First Avenue
Hillsboro, OR 97123

SUBJECT: SW 185th Ave.-SW Kinnaman Ave.
Farmington Highway
Engineering Costs

Dear Larry:

You requested additional information regarding the engineering costs on the subject project.

I asked our Metro Region to substantiate these costs. Attached are Jim McClure's comments which I believe cover the subject very well.

Very truly yours,

ORIGINAL SIGNED BY
GARY A. POTTER

Gary A. Potter, Manager
Program Section

GEZ:pf
Attachment

bcc: E. L. Hardt
J. D. McClure
D. E. Swan

e

STATE OF OREGON **INTEROFFICE MEMO**

TO: GARY POTTER, Manager
Program Section

DATE: November 2, 1983

FROM: EDWARD L. HARDT
Metro Region Engineer

Edward L. Hardt

SUBJECT: ENGINEERING COSTS
SW 185th Ave.-SW Kinnaman Ave. Section
Farmington Highway

Your October 24 letter requested comments that we might have regarding the high engineering costs for the subject project. In response, attached is a copy of a November 1 letter from Project Development Engineer Jim McClure giving a rather detailed history of the development of the project. I agree with Jim's conclusions---the costs are high, but understandable. In considering all the hoops that the project has had to jump through, I'm surprised that we were ever able to get it this far.

ELH/cp
Attachment
cc Jim McClure

PROGRAM SECTION
MANAGER GP PROJECT UNIT S ✓
NOV 3 1983
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO ______
FOR ______

pls. have a P/D
to Larry's letter
prepared for me.
GP

81-125-1307

STATE OF OREGON **INTEROFFICE MEMO**

TO: E. L. HARDT
Metro Region Engineer

DATE: November 1, 1983

FROM: J. D. McCLURE
Project Development Engineer

J McClure

SUBJECT: Engineering Costs
S.W. 185th Ave.-Kinnaman Ave. Section
Farmington Highway

OM MRE OE [illegible] CE
[illegible] ME
CS [illegible]
SO PA EM BUD LM

In reference to Larry Rice's inquiry regarding the high cost of engineering for this project, in general, it was caused by the many changes in the scope of work that this project went through, also the long time frame.

As I recall, the project started out as "Farmington Road TSM Project" extending from 185th to S.W. Hall Boulevard in Beaverton. The initial concept was a joint project between the County and the City of Beaverton. In mid-1980, the City of Beaverton backed out of the project since they were well along in constructing a five-lane improvement along Farmington Road extending to Murray Boulevard.

The project was downscoped to include a signal and intersection improvement from 185th Avenue to S.W. Murray Boulevard, excluding the portion in the city of Beaverton.

The third Authority for Survey was requested in October 1980, for a downscoped project composed of:

Signalize 185th, 160th, and Murray Blvd. intersections;
Construct bus stops at Kinnaman Road and 160th;
Intertie signals between 185th and Murray Blvd.

The preliminary engineering for the project was sent to Final Design February 1981, with the concept that the County will perform the widening at 165th Avenue through the development process. Even though the project was in Final Design, field survey costs continued because of relocation, the bus stop at S.W. Kinnaman involving additional field work, right-of-way research, and design. In addition, there were design changes on the S.W. 185th intersection which involved several designs with accompanying estimates for review as requested by Washington County.

Survey Authority No. 4 was requested in September 1981, amounting to 31.8 percent of the estimated $205,200 project cost. This high percentage of PE is partially attributable to this project being downscaled to keep the construction estimate within allowable budget. Obviously, this downscoping was done after some PE had been completed on the original project design.

Preliminary engineering plans went out for review by local jurisdictions in February 1982 for the project from 185th to Murray Boulevard. Shortly after the plans were out for review, in March 1982 Washington County approved Albertson's zone change for a new store at the intersection of 185th and Farmington Road. Albertson's was conditioned to install a traffic signal at the intersection along with one-half widening of both Farmington and 185th Avenue.

Following an extensive amount of engineering work, an agreement was finally reached with Albertson's and Washington County in November 1982 on a joint funding package for the 185th intersection. The original final design plans were then modified by our office and then resubmitted to Final Design which now includes an extensive amount of road work required for widening both Farmington and 185th Avenue.

In August 1983, final design plans were again resubmitted to Washington County for review. This set of preliminary plans represents the final downscoped version (Unit 1) for work now only at the intersection of 185th and Kinnaman Road.

With all the changes and the timeframe this project has spent, the engineering costs seems reasonable and admittedly high for a project of this scale. Frankly, it's a wonder we got the project this far, and Unit 2 is still to come with more engineering dollars to be expended.

po

9730

STATE OF OREGON

INTEROFFICE MEMO

TO: MSD 18

DATE: December 16, 1983

#18

FROM: THEODORE A. SPENCE
Plan & Program Manager

SUBJECT: FARMINGTON ROAD TSM

~~Glen~~ John Gray, John Gilliam, Don Faris and I reviewed the status of the Farmington TSM project to date.

Both the City of Beaverton and Washington County wish to pursue completion of the TSM project.

The City of Beaverton indicated the desire to complete the Murray/Farmington intersection work. This work would consist of a new controller and new loops, some drainage correction work, and a westbound through-lane on Farmington for about 700' to accomodate the traffic westbound.

Don Faris estimated the work at about $120,000. (Off-hand estimate.)

~~Glen~~ John Gray noted the need to improve 160th and Farmington. This was part of the original Farmington TSM job. Don asked if we had a design for this intersection.

A number of questions were raised concerning the project's history, status and availability of funding. The questions and answers (as best that I can ascertain) are as follows:

1. Responsibility for Farmington Road within the City of Beaverton? A March 27, 1979 agreement between the City of Portland and ODOT transferred Farmington Highway from the west City limits of Beaverton, easterly to the westerly right-of-way boundary of Cedar Street. The City agreed to accept all of the State's right, title and interest, and assume all jurisidiction and control over these sections including maintenance. Agreement attached.

2. Status of limits of project and funding? In 1978 the Farmington TSM project was recommended by a technical committee of CRAG and ultimately was approved by them for funding. The initial concept was to signalize 160th and 185th (170th signalized with other funds), channelize Farmington and Murray, provide transit turnouts and shelters, provide corner cutbacks for buses, and develop a Lincoln-2nd Street one-way couplet system. At that time the estimated cost was $443,000.

Subsequently $642,186 E-4 was assigned to the project and an agreement was entered into by ODOT and Washington County. The project was to be from 185th to SW Cedar Hills Blvd. on Farmington Road. The project was to consist of new traffic signals installed at 185th and 160th Avenues and existing traffic signals at Murray Blvd. were to be upgraded to an 8-phase installation. An intertie system was to be installed to connect these signals with the existing traffic signals at Kinneman, 170th, Hocken and Cedar Hills Blvd. The project was also to provide transit improvements and shelters. Right-of-way was to be acquired as a participating cost of the project.

Copy of the agreement is attached.

On July 29, 1980 the City of Beaverton requested that $300,000 of Farmington Road TSM monies be transferred to the Canyon/TV Highway TSM project. It was noted that this action was to be taken because most of the problems that the TSM on Farmington were designed to solve had been corrected through BURA projects. It was felt by the City that the funds could be better used by funding improvements on TV Highway. On August 1, 1980 the County concurred and $300,000 was transferred from the Farmington Road TSM to the Canyon Road project. The understandings for continuing with the Farmington TSM project are identified in the City and County letters which are attached.

After transferring the funds to Canyon Road there was left in the Transportation Improvement Program, $350,000 of authorization for the Farmington TSM project; $178,338 Federal funds have been obligated to date for preliminary engineering,* construction of the 185th and Kinneman improvements. This old one ? Most of the Federal funds and Washington County participating funds were expended at Kinneman with Alberton's providing most of the resources for the 185th improvement.

There is $171,662 currently available remaining in the Farmington TSM to be expended. There may be some nominal additional charges as the final invoice costs on the Kinneman and 185th job are Not complete.

3. Title 2 is proposed to be utilized for the 160th and Farmington improvement. ODOT is currently developing a program packet to undertake a joint Title 2/Interstate Transfer project at 160th and Farmington Road. Attached is the sketch of the traffic signal installation etc. Cost estimates for the job is with contingencies, right-of-way, PE construction, etc. $329,000 total. Currently the Managers Report identifies Title 2 / old T2 + E-4 for the 160th/Farmington job. The remainder is FAIX and local match.

If we keep $40,000 E-4 on the 160th and Farmington job combined with the Title 2 we should have available for a Murray improvement approximately $131,000 E-4. ($154,000 Total funds)

It should be kept in mind that some of these dollars should be kept in reserve for any additional costs that come from finalizing the 185th and Kinneman jobs, as well as any shortfalls we can not take care of with Title 2 on 160th.

Because of the City's switch of $300,000 of funding from Farmington To Canyon Road it appears that we will not be able to intertie the signal system. also added 11 [illegible]

TAS/b

cc: Edward L. Hardt w/att
Tom Schwab
Curt Duval

9730

STATE OF OREGON **INTEROFFICE MEMO**

TO: GARY POTTER, Manager
Program Section

DATE: December 16, 1983

FROM: THEODORE A. SPENCE
Plan and Program Manager

SUBJECT: Farmington Rd. @ 160th
Signals/Channelization
Washington County

Here is our programming packet for signals and channelizations on Farmington Road at S.W. 160th. This is a Title II project and the necessary Title II documentation has been included in the programming packet.

The Metro Environmental Unit has identified this project as a Categorical Exclusion.

We have made estimates for the Region functions on the enclosed Survey Authority. The Location Section should add estimates for the Salem offices.

✓Please request FHWA approval and obligation of funds for preliminary engineering at this time.

TAS:KB:po

cc: Frank Terpin
Jim McClure
Tom Schwab
Jef Kaiser
Karen Bunk

Attachments

81-125-1307

STATE OF OREGON

INTEROFFICE MEMO

TO: **EDWARD L. HARDT**
Metro Region Engineer

DATE: December 28, 1983

ORIGINAL SIGNED BY
THEODORE A. SPENCE

FROM: **THEODORE A. SPENCE**
Plan & Program Manager

SUBJECT: **FARMINGTON TSM PROJECT FUNDING**

Attached are materials pertaining to the funding of the Farmington Highway TSM.

Initial analysis had indicated that participating preliminary engineering costs on the Farmington Road TSM was $83,000 total funds. Based upon this analysis we conducted our meeting with the City of Beaverton and Washington County on how to proceed with Murray at Farmington and 160th and Farmington.

It is now estimated that preliminary engineering costs will increase to $121,400. This was identified in Frank Terpin's memorandum to D.E. Swan. Frank's estimate is based upon our request for revised Survey Authority.

I am concerned that this major increase in preliminary engineering costs may jeopardize our ability to work with the City of Beaverton and Washington County in forwarding both 160th and Murray Road jobs.

I would like to determine at our Monday project meeting if the increased preliminary engineering costs requested in the revised Survey Authority are consistent with our discussion with the County and City on who will be doing the preliminary engineering work. Also we need to determine if we can utilize Title II funds for the preliminary engineering at 160th.

TAS/b

cc: Jim McClure
Curt Duval

81-125-1307

STATE OF OREGON

HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO

PRO 6

TO: D. E. Swan
Program Control Engineer

DATE: December 23, 1983

FROM: Frank E. Terpin
Location Engineer

ORIGINAL SIGNED BY
FRANK E. TERPIN

SUBJECT: SW 185th Avenue-SW Murray Blvd.
Farmington Highway
Washington County
134-1915
IX-9064(2)

[illegible] OF [illegible]
[illegible] RECEIVED [illegible]
[illegible]
CSA Metro Region T. M
[illegible] PA EM BUD LA

The preliminary engineering costs to develop the subject project exceed the present authorization. To assist you in requesting supplemental federal funding, we offer the following comments:

Additional funds are required for the work at the intersections of SW 185th Avenue and Farmington and Farmington and Kinnsman.

The preliminary engineering costs are $121,400.

Attached is an itemization by P.E. function.

FET:RTN:ge
Attachment

cc Ted Spence w/attachment
Cost & Records Specialist w/attachment

81-128-1307

PRELIMINARY ENGINEERING

		AUTHORIZATION APPROVED BY FHWA			REVISED AUTHORIZATION REQUESTED		
901	Project Manager	$	39	000	$	60	000
902	Citizens Involvement						300
903	Local Government						
904	Consultants Fees						
905	Final Design		3	000		15	000
906	Bridge Design						400
907	Preliminary Design						
909	R/W Descriptions						400
910	Region Geology		1	000		1	000
911	Traffic Section		15	000		32	300
912	Landscape Department						
913	R/W - Liaison		2	000		2	500
914	Region Utility Liaison			300		1	000
915	Audit Services						
916	Photogrammetry			100			100
918	Location						
920	Program Management			200			600
921	Specifications		2	000		3	500
922	Adm Services (Engineering)			200			200
923	Environmental Section		2	200		2	900
924	DOT-Planning						
925	Air Monitoring						10
926	Structural Foundations						
927	Bridge Design for Counties						
932	R/W Utility Engineer						300
933	Surfacing Engineer						
934	Chief Geologist						
935	Soils Engineer						
936	Region Traffic						210
937	Hydraulics						
938	Region Environmental						330
949	Urban Studies Unit						
950	Training Courses			200			350
955	Employee Reloc. Assistance						
960	Personal Leave						
961	Administrative Leave						
980	Public Hearing Charges						
985	EEO Monitoring Expense						
		$	65	200	$	121	400

SECTION: SW 185th AVE - SW MURRAY BLVD.

HIGHWAY: FARMINGTON

COUNTY: WASHINGTON

PREFIX: 134-1915

12/20/83

Jim Rose

Clackamas Hwy (FF)

PE Obligated $437,580
R/W Obligated 2,686,000
Total - PE & R/W - Full project $3,123,580
Unit 1 Const Obligated 1,996,924
Unit 2 Const. Est. 3,189,200 (PR-1)
Total constr. (Unit 1 and Unit 2 est.) 5,186,124
Project Total $ 8,309,704
MSD Authorized 7,997,454
Shortage ($ 312,250)

Oregon City Bypass (FF)

Obligated to date $14,523,388
Phase 3 (estimated) 7,565,000
$ 22,088,388
MSD Approval 20,694,000
$ 1,394,388 Shortage

Farmington Road

Participating PE $ 83,000 TEC
" Construction 126,809 TEC ✓
$ 209,809 TEC
= $ 178,338 FF
T.I.P. $ 350,000 FF
$ 171,662 balance.

9730

STATE OF OREGON

INTEROFFICE MEMO

TO: JON ROSE
Federal Aid Specialist

DATE: December 27, 1983

ORIGINAL SIGNED BY
THEODORE A. SPENCE

FROM: THEODORE A. SPENCE
Plan & Program Manager

MSD 18

SUBJECT: FARMINGTON ROAD AGREEMENT REVISIONS

There are two major changes to the Farmington Road TSM project that have been discussed with the City of Beaverton and Washington County.

It is intended to break-out 160th and Farmington Road job and the Murray at Farmington project in order to separate them from the initial Farmington TSM project.

If I recall correctly, we now have an agreement with Washington County on the Farmington Road job that covers the entire length, including Murray and 160th. Washington County is providing the match in this agreement.

Currently, we are proceeding with a Title II job at 160th and Farmington, but also retaining $40,000 of Interstate Transfer to supplement the job. We should have a separate agreement with Washington County for this improvement. The Title II would be matched by the State and the $40,000 Interstate Transfer funds would be matched by the County.

We are also proceeding with an interstate Transfer job at Murray and Farmington. This would be matched completely by the City of Beaverton. Currently, we do not have an interagency agreement with the City of Beaverton for this job. Please proceed to develop the needed interagency agreements for the Murray at Farmington with the City of Beaverton, and the 160th and Farmington with Washington County. These would supplement or revise the current agreement between the State and Washington County.

TAS/gw

9730

STATE OF OREGON
Highway Division

INTEROFFICE MEMO

PRO

TO: Ted Spence
Metro Region

DATE: December 30, 1983

FROM: Gary A. Potter, Manager
Program Section

OM MRE OE PPM CE
TOS RECEIVED ME
US JAN 03 1984 PDM
CSA Metro Region TAM
SO PA EM BUD LM

SUBJECT: Request for Additional Federal Funds
Project No. IX-9064(2)
S.W. 185th Ave.-S.W. Murray Blvd. Sec.
Farmington Highway
Washington County

As indicated on the attachments, the estimated total cost and Federal funds required exceed the funds approved by the Metropolitan Service District on the subject project. Would you please take appropriate action to obtain MSD approval for the additional funds or advise as to what action is necessary to fund the increase.

CL:bkb
Attachments

cc: G. Zehner
K. Bunk

STATE OF OREGON

HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO

PRO 6

TO: D. E. Swan
Program Control Engineer

DATE: December 23, 1983

FROM: Frank E. Terpin
Location Engineer F.E.T.

SUBJECT: SW 185th Avenue-SW Murray Blvd.
Farmington Highway
Washington County
134-1915
IX-9064(2)

The preliminary engineering costs to develop the subject project exceed the present authorization. To assist you in requesting supplemental federal funding, we offer the following comments:

Additional funds are required for the work at the intersections of SW 185th Avenue and Farmington and Farmington and Kinnsman.

The preliminary engineering costs are $121,400.

Attached is an itemization by P.E. function.

$121,400 @ 85% = $103,190 -

+ 43,690 -

FET:RTN:ge
Attachment

cc Ted Spence w/attachment
Cost & Records Specialist w/attachment

[illegible] 130

$59,500 -

[illegible]
ROUTED TO
FOR

PRELIMINARY ENGINEERING

		AUTHORIZATION APPROVED BY FHWA			REVISED AUTHORIZATION REQUESTED		
901	Project Manager	$	39	000	$	60	000
902	Citizens Involvement						300
903	Local Government						
904	Consultants Fees						
905	Final Design		3	000		15	000
906	Bridge Design						400
907	Preliminary Design						
909	R/W Descriptions						400
910	Region Geology		1	000		1	000
911	Traffic Section		15	000		32	300
912	Landscape Department						
913	R/W - Liaison		2	000		2	500
914	Region Utility Liaison			300		1	000
915	Audit Services						
916	Photogrammetry			100			100
918	Location						
920	Program Management			200			600
921	Specifications		2	000		3	500
922	Adm Services (Engineering)			200			200
923	Environmental Section		2	200		2	900
924	DOT-Planning						
925	Air Monitoring						10
926	Structural Foundations						
927	Bridge Design for Counties						
932	R/W Utility Engineer						300
933	Surfacing Engineer						
934	Chief Geologist						
935	Soils Engineer						
936	Region Traffic						210
937	Hydraulics						
938	Region Environmental						330
949	Urban Studies Unit						
950	Training Courses			200			350
955	Employee Reloc. Assistance						
960	Personal Leave						
961	Administrative Leave						
980	Public Hearing Charges						
985	EEO Monitoring Expense						
		$	65	200	$	121	400

SECTION: SW 185th AVE - SW MURRAY BLVD.

HIGHWAY: FARMINGTON

COUNTY: WASHINGTON

PREFIX: 134-1915

12/20/83

METROPOLITAN SERVICE DISTRICT
TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 1984 TO POST 1987

EFFECTIVE OCTOBER 1, 1983

PORTLAND URBANIZED AREA

IN FEDERAL DOLLARS

INTERSTATE TRANSFER/FEDERAL AID URBAN PROJECTS

WASHINGTON COUNTY
(CONTINUED)

PROJECT DESCRIPTION
ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR

	OBLIGATED	1983	1984	1985	1986	1987	POST 1987	AUTHORIZED	EXCESS AUTH
*129 TUALATIN VALLEY HIGHWAY(OR8) @ 185TH STREET********207*330******************** FAP32									
INTERSTATE TRANSFER FUNDS									
PE	144,160	0	0	0	0	0	0	144,160	0
R/W	0	525,300	0	0	0	0	0	525,300	0
CONST	0	688,750	0	0	0	0	0	688,750	0
RESRV	0	0	0	0	0	0	240,468	240,468	0
TOTAL	144,160	1,214,050	0	0	0	0	240,468	1,598,678	0
*130 FARMINGTON RD CORRIDOR(OR208) TSM-185TH AVE TO LOMBARD AVE********236*364******************** FAU9064									
INTERSTATE TRANSFER FUNDS									
PE	55,420	4,080	0	0	0	0	0	59,500	0
CONST	0	100,000	0	0	0	0	0	100,000	0
RESRV	0	0	0	0	0	0	190,500	190,500	0
TOTAL	55,420	104,080	0	0	0	0	190,500	350,000	0
*131 CEDAR HILLS BLVD/WALKER RD INTERSECTION IMPROVEMENT********238*390*366******************** FAU9097									
INTERSTATE TRANSFER FUNDS									
PE	8,624	0	0	0	0	0	0	8,624	0
CONST	102,000	0	0	0	0	0	0	102,000	0
TOTAL	110,624	0	0	0	0	0	0	110,624	0
*132 CORNELL ROAD PHASE II-ECL TO CORNELIUS PASS ROAD********585*254******************** FAU9022									
INTERSTATE TRANSFER FUNDS									
PE	178,500	0	0	0	0	0	0	178,500	0
R/W	0	0	600,000	0	0	0	0	600,000	0
CONST	0	0	0	1,571,500	0	0	0	1,571,500	0
RESRV	0	0	0	0	0	0	0	0	0
TOTAL	178,500	0	600,000	1,571,500	0	0	0	2,350,000	0
*133 MURRAY BLVD-JENKINS ROAD TO SUNSET HIGHWAY********586*255******************** FAU9067									
INTERSTATE TRANSFER FUNDS									
PE	150,000	150,000	0	0	0	0	0	300,000	0
R/W	0	0	1,500,000	0	0	0	0	1,500,000	0
CONST	0	0	0	1,500,000	2,201,530	0	0	3,701,530	0
TOTAL	150,000	150,000	1,500,000	1,500,000	2,201,530	0	0	5,501,530	0

ANNUAL ELEMENT YEAR

9-30

STATE OF OREGON **INTEROFFICE MEMO**

TO: GARY POTTER
Manager, Program Section

DATE: January 11, 1984

FROM: THEODORE A. SPENCE
Region Plan & Program Manager

SUBJECT: GARY POTTER'S REQUEST FOR ADDITIONAL FUNDS
PROJECT NO. IX-9064 (2)
SW 185th Ave.-SW Murray Blvd. Section
Farmington Highway
Washington County

Reference: Potter memo to Spence 12/30/83

PROGRAM SECTION
MANAGER GP PROJECT UNIT
JAN 12 1984
MAN. ASSIST. PROGRAM UNIT
REFER TO Gary Zehner
FOR
pls. Review & discuss w/ me.

As we discussed, this particular project needs some special handling because of various changes in scope during its development and because of proposed revised funding.

The following may shed some light on the topic. The initial project was, at the time the final agreement was written between the State of Oregon and Washington County, to provide for a signal intertie and provide for intersection and signalization improvements at Murray, 160th, and 185th Avenues on Farmington Highway. Subsequently, a private developer provided funding for a portion of the 185th improvement. Additionally, an improvement at Kinnaman was added to the project. As of December 1983, preliminary engineering on the project was estimated to be $83,000. Construction at 185th and Kinnaman was estimated at $126,809 excluding private participation.

The total amount of Federal Interstate Transfer funds expended with these estimated preliminary engineering costs and the construction was $178,338 Federal funds.

The Metropolitan Service District improvement program identifies $350,000 Federal funds for the project, leaving $171,662 balance.

Attached is a memorandum discussed with the City of Beaverton and Washington County on this topic.

With the 185th and Kinnaman improvements accomplished, there remains two basic improvements on Farmington. The first is the 160th and Farmington improvement. On December 16, 1983, this improvement was identified as a Title II project and the necessary Title II documentation was forwarded to the Programming Section. The Programming packet identified a Title II project, including preliminary engineering, with an understanding with the County that up to $35,000 to $40,000 of Interstate Transfer funds would be retained for supplementing the Title II funds if necessary.

The agreement worked out with the local agencies was that the improvement at Murray and Farmington would continue to be undertaken by remaining Interstate Transfer funds. In this case there would be a revision to the existing agreement whereby the City of Beaverton would provide the match and would undertake the lead on preliminary engineering. Murray Blvd. at Farmington is within the City of Beaverton and Farmington at this location is a City street and not a State highway.

If I haven't confused you enough at this point, I will continue. On December 30, 1983 pursuant to a previous Metro Region request, additional Interstate Transfer P.E. funds were requested to pursue the rest of the Farmington TSM including the Murray and 160th improvements. This requested increase prompted your Unit to also request an increase in preliminary engineering authority from the Metropolitan Service District (your 12/30/83 memo to me).

There seems to be the possibility of duplicating engineering funding for the 160th and Farmington project on which we wish to use Title II.

If appropriate, I would like to pursue the following:

1) I would like to continue the 160th at Farmington utilizing Title II funds as identified in our December 16, 1983 request.

2) I would like to have the current preliminary engineering costs on the Farmington TSM reviewed defining once and for all the actual expenditures of Interstate Transfer funds to date.

3) It appears that the City of Beaverton should take the lead on Murray at Farmington Road improvement utilizing all the remaining Interstate Transfer funds, except approximately $40,000 to be retained on the Farmington to 160th job.

4) If possible, I believe that a separate interagency agreement should be developed with the City of Beaverton with the City providing the match on the Murray at Farmington Road project. This should identify the City of Beaverton as the lead preliminary engineering agency.

5) The interagency agreement with Washington County should be amended to reflect that only Interstate Transfer funds utilized at 160th and Farmington will be matched by Washington County.

6) While maybe bureaucratic, perhaps the initial Farmington agreement should be amended to remove the 160th and Murray jobs from the original Farmington TSM.

7) I believe that the Metro Region's initial request for an increase in Interstate Transfer authorization for preliminary engineering should be pulled back.

I'm sure that you have questions (and I'm not so sure I have all the answers), but I believe that we should get a handle on this particular project as it is getting terribly complicated.

TAS/gw
Attachment
cc Ed Hardt
Jim McClure
Curt Duval
Jon Rose

9730

Highway Division PRO

Ted Spence, Metro Region
Plan & Program Manager

January 25, 1984

Gary A. Potter, Manager
Program Section

S.W. 185th Ave.-S.W. Murray Blvd. Section
Farmington Highway

The improvements on the Farmington Highway, discussed in your January 11 letter, are limited to four intersections. The 185th Avenue and Kinnaman improvements are under contract. The remainder of the work, in my opinion, should proceed as follows:

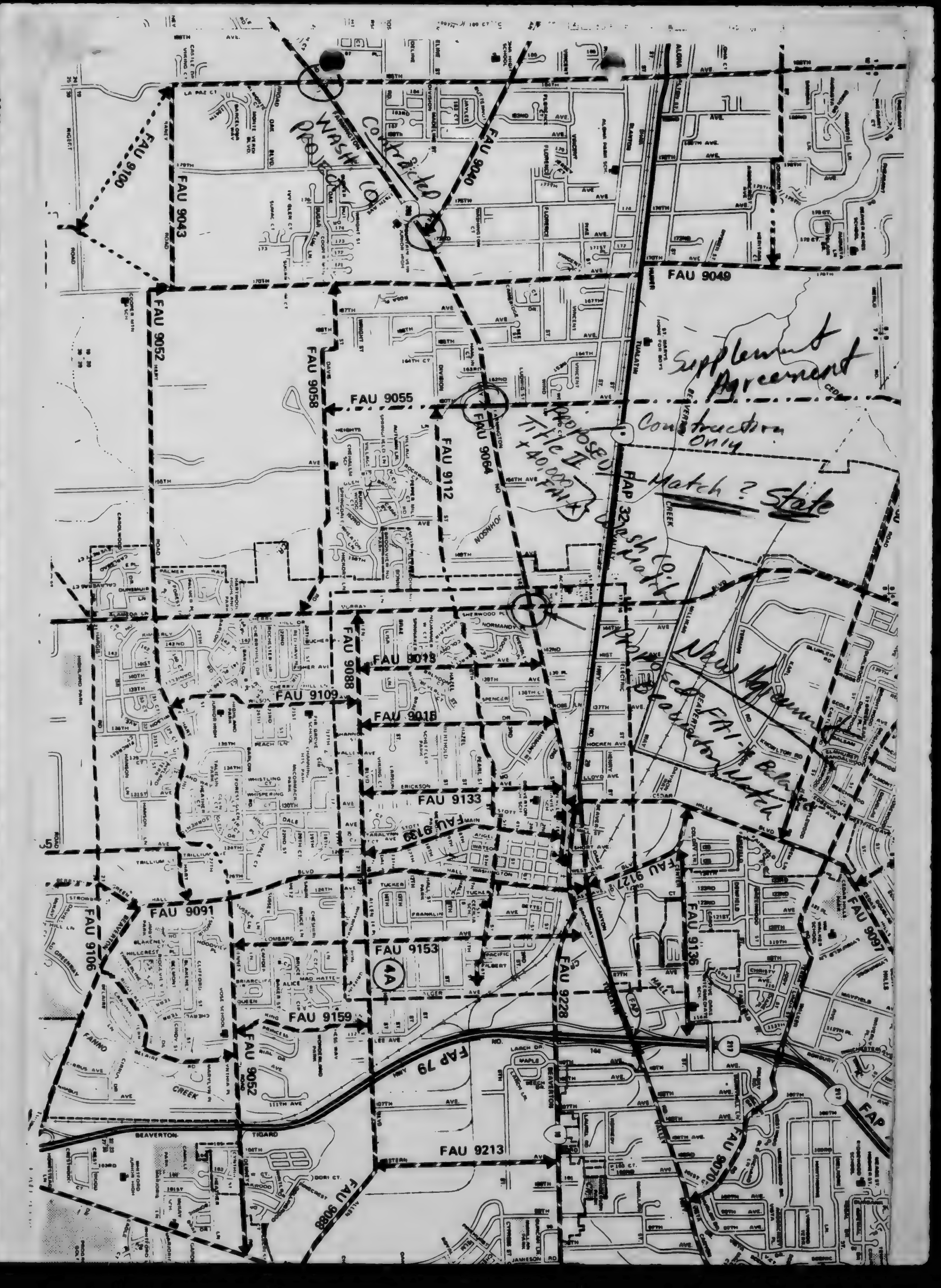
> 160th Avenue: P.E. with interstate transfer funds with Washington County match under existing agreement and survey prefix. R/W and construction will be with Title II funds approximately $329,000 total, with State match, also $40,000 FAI-X in reserve matched by Washington County. Letter form supplemental agreement needs to be executed.
>
> Murray Blvd.: P.E., R/W and Construction from balance of interstate transfer in TIP for Farmington Highway project with City of Beaverton match. Requires new agreement with City of Beaverton and new survey prefix. Approximately $120,000 FAI-X funds available after reserving $40,000 for 160th Avenue.

My request for December 30, 1983 for additional funds included approximately $40,000 for P.E. at 160th Avenue. This is still needed.

Please provide agreement information for both intersections. Also initiate a prospectus for Murray Blvd.

GEZ:bkb

cc: F.E. Terpin
Jon Rose


Contracted
WASH Co.
Project
Supplement Agreement
Construction Only
PROPOSED
Title II
+40,000 FAU+
Match ? State
Wash Co. Match
New Agreement
Proposed FAI-1 Bike Corridor Match
FAU 9100
FAU 9043
FAU 9040
FAU 9049
FAU 9052
FAU 9058
FAU 9055
FAU 9112
FAU 9064
FAP 32
FAU 9088
FAU 9018
FAU 9109
FAU 9015
FAU 9133
FAU 9139
FAU 9091
FAU 9127
FAU 9106
FAU 9153
FAU 9136
FAU 9097
FAU 9228
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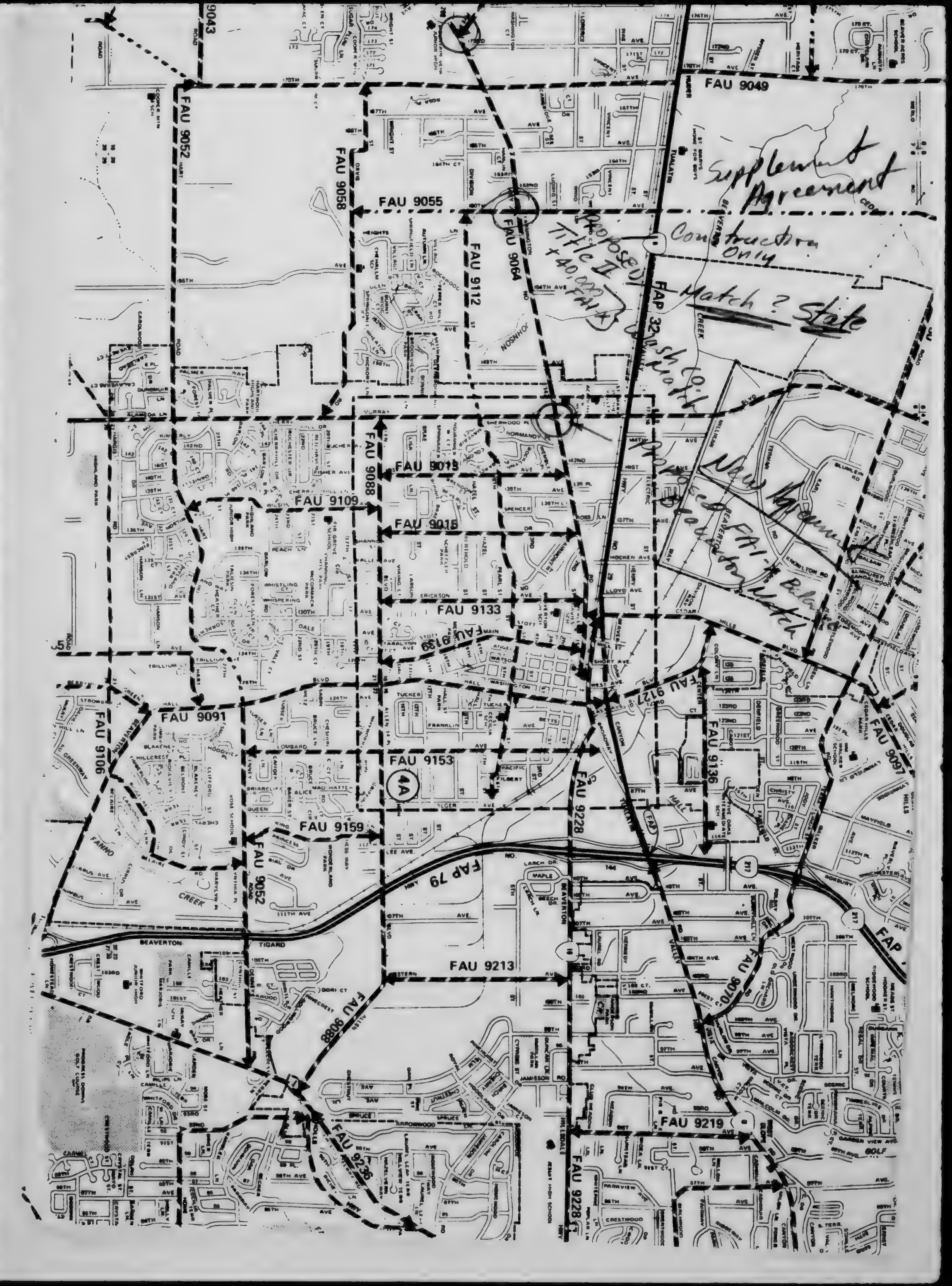
FAP 79
FAU 9213
FAU 9070
FAP
FAU 9088


FAU 9049
FAU 9043
FAU 9052
FAU 9058
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FAU 9112
FAU 9064
FAP 32
FAU 9015
FAU 9088
FAU 9109
FAU 9016
FAU 9133
FAU 9139
FAU 9091
FAU 9106
FAU 9127
FAU 9136
FAU 9097
FAU 9153
4A
FAU 9228
FAU 9159
FAP 79
FAU 9213
FAU 9070
FAP
FAU 9219
FAU 9236
BEAVERTON
TIGARD
TUALATIN
CREEK

Supplement Agreement

Construction Only

Proposed Title II + 40,000 FAU-X

Match ? State

Wash Co. to do

Proposed

New Agreement

FAI-# Balance

Co. to do Match

9752

STATE OF OREGON

INTEROFFICE MEMO

TO: GARY POTTER, Manager
Program Section

DATE: January 31, 1984

FROM: THEODORE A. SPENCE
Plan & Program Manager

SUBJECT: SW 185th Avenue-SW Murray Blvd. Section
Farmington Road

I have reviewed your January 25, 1984 memorandum concerning the proceeding of work on 160th Avenue and Farmington and Murray Blvd. and Farmington.

Pursuant to your suggestions, I have asked Jon Rose to provide agreement information for both intersections, including the initiation of a prospectus for Murray Blvd.

Jon Rose was also asked to initiate a letter for a supplemental agreement for the 160th Avenue job.

I agree that the $40,000 for preliminary engineering on 160th Avenue still is required. Because of the shortage of Interstate Transfer funds to cover both the Murray job and any overrun on 160th, I would prefer to use Title II for preliminary engineering on 160th. The basis of my concern is that we do not have a good cost estimate for the Murray improvement. Along with preliminary engineering and any right-of-way the $120,000 Interstate Transfer remaining on Murray may not be adequate and we may have to transfer some of the $40,000 FAIX off 160th to cover it. Therefore, any prelimininary engineering done with Title II will benefit both projects by reserving the small amount of FAIX.

I appreciate your effort in sorting through the Farmington TSM. Jon Rose will be working with your staff on the needed agreement revisions.

TAS/b

cc: Edward L. Hardt
Jon Rose
L.E. George
Joe Gaither

PROGRAM SECTION
MANAGER GP PROJECT UNIT ______
FEB 02 1984
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO Gary Z - how does this
FOR sound?

81-125-1387

STATE OF OREGON

INTER-OFFICE MEMO

TO: GARY POTTER, Manager
Program Section

DATE: March 1, 1984

FROM: THEODORE A. SPENCE
Plan & Program Manager

SUBJECT: CORRESPONDENCE DATED FEBRUARY 10, 1984 FROM DALE E. WILKEN TO H. S. COULTER CONCERNING FARMINGTON HIGHWAY PROJECT-SW HALL TO SW 185th

Mr. Dale Wilken has raised several concerns with the requested program change on the Farmington Road project IX-9064(2). Basically, he asked for a current project status.

Originally the Farmington Highway TSM project consisted of several intersections and related improvements. The initial agreement between the Oregon Department of Transportation and Washington County identified the limits from 185th to Cedar Hills Blvd. on Farmington Road. The project consisted of improvements at 185th, 160th, as well as Murray Blvd. An intertie system was to be installed for existing signals at Kinneman, 170th, Hucken, and Cedar Hills Blvd.

Subsequently, the City of Beaverton undertook the improvements within the City limits to Murray Blvd. using local monies. This left the Farmington Road TSM project improvements on Farmington at Murray, Farmington at 160th and 185th and Kinneman to be completed. The 185th and Kinneman improvements went to construction using E-4 funds with a private developer participating.

It is our intent to pursue the completion of the remaining elements of the project as follows:

1. 160th Avenue--the preliminary engineering of this project should continue ✓ using Title II funds. Jim McClure has informed me that about 75% of the field work and 20% of the office design type work has already been completed on this job under the earlier E-4 project. His estimate is that about 50% of the preliminary engineering has been completed as of this time. I have asked Jon Rose to develop, in letter form, a supplemental agreement between the Oregon Department of Transportation and Washington County to complete the 160th/Farmington job. Title II funding is necessary to complete the 160th project if we are also going to accomplish the Murray job described in the next paragraph. About $40,000 of E-4 is to remain on the 160th job to assure adequate funding.

copy

x ~~file~~ Husby ✓ copy

81-125-1387

2. Murray Blvd.--preliminary engineering, right-of-way and construction will be undertaken using the balance of Interstate Transfer funds identified in the Region's Transportation Improvement Program. It is our intent to have the City of Beaverton provide the match and undertake the preliminary engineering for this intersection. Jon Rose has been requested to initiate this agreement. ✓

These two actions would complete the Farmington TSM project. We have met with both the City of Beaverton and Washington County to discuss this and all of us have a commitment to complete the two remaining projects within a reasonable time frame.

TAS/b

cc: Edward L. Hardt
    Cam Gilmour
    Jim McClure

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

done 2/21/84 Review with ED HARDT

Subject: Oregon IX-9064(2) SW 185th-SW Hall
Farmington Highway
Washington County

Date: February 10, 1984

From: Division Administrator

Reply to Attn. of: HPD ~~1~~-OR S000

To: Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division

In reviewing Mr. Potter's February 1, 1984 request for a program change, we find that a clarification of current project status would be helpful. The original assessment dated August 31, 1979 included the signals at 185th and 160th in the project description. Your subsequent request for "IX" funding envisioned construction of the project with e(4) funds. P.E was authorized on January 30, 1980. An April 17, 1980 project category request concurred in by our office included signal work at 160th and 185th but indicated the left turn refuges at these intersections would be constructed by the county as a separate project with their own funds.

160th yes

185th underway

private Dev. promoter

On September 17, 1981, we approved a request for a minor program change and authorized additional "IX" funds presumably to complete the P.E. effort. On January 10, 1984 we concurred in a new project classification of an "HES" project at the 160th/Farmington intersection which made no reference to the prior project or P.E. effort. Your current request of February 1, 1984 asks for a significant increase in P.E. funding for both the 185th and 160th signals now using "HES" funds.

why? ?

We have two concerns. First, there seems to be duplication and redundancy in the P.E. work because of the numerous changes in the scope and scheduling of the project. This has resulted in significantly high P.E. costs. Perhaps the degree of committment to build within a reasonable time frame should be affirmed. Second, since the two intersections in question have been identified over a long period as part of the overall improvement with "IX" or "Urban" funds, perhaps the use of "HES" funds should be reviewed in the context of their priority on this project.

a Money use IX funds

② 160th Table 2 & 17

Original Signed By

Dale E. Wilken

cc:
OSHD (G. Potter, Prgm Mgmt)
Metro (E. Hart)
OSHD (Cam Gilmour, Env)

7730

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 9, 1984

In Reply Refer to
File No.:
PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
RY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Program Change
Item No. 00027
Project No. IX-9064(2)
SW 185th Ave.-SW Hall Blvd. Section
Washington County

I request approval of a minor program change to adjust the estimated preliminary engineering costs to reflect more accurately the scope of work, based on the attached justification letter from Mr. Terpin dated December 23, 1983.

Approval of this request will involve an increase of $56,200 in total cost and obligation of $47,770 in Federal funds (Appn. Code 823) with revised financing as follows:

	TEC	FF	%
Present	$121,400	$103,190	85%
Previous	65,200	55,420	85%
Difference	$ 56,200	$ 47,770	

JLG:pf
Attachment

cc: F. E. Terpin
Shirley Williams
Gary Zehner, w/attach.
General Files

Form 734-3122

4

STATE OF OREGON **INTEROFFICE MEMO**

HIGHWAY DIVISION - LOCATION UNIT

PRO 6

TO: D. E. Swan
Program Control Engineer

DATE: December 23, 1983

FROM: Frank E. Terpin F.E.T.
Location Engineer

SUBJECT: SW 185th Avenue-SW Murray Blvd.
Farmington Highway
Washington County
134-1915
IX-9064(2)

The preliminary engineering costs to develop the subject project exceed the present authorization. To assist you in requesting supplemental federal funding, we offer the following comments:

Additional funds are required for the work at the intersections of SW 185th Avenue and Farmington and Farmington and Kinnsman.

The preliminary engineering costs are $121,400.

Attached is an itemization by P.E. function.

FET:RTN:ge
Attachment

cc Ted Spence w/attachment
Cost & Records Specialist w/attachment

PROGRAM SECTION
MANAGER ________ PROJECT UNIT ________
[illegible]
MAN./ASST. ________ PROGRAM UNIT ________
REFER TO ________
FOR ________

81-125-1307

IX-9064(2)

PRELIMINARY ENGINEERING

		AUTHORIZATION APPROVED BY FHWA			REVISED AUTHORIZATION REQUESTED		
901	Project Manager	$	39	000	$	60	000
902	Citizens Involvement						300
903	Local Government						
904	Consultants Fees						
905	Final Design		3	000		15	000
906	Bridge Design						400
907	Preliminary Design						
909	R/W Descriptions						400
910	Region Geology		1	000		1	000
911	Traffic Section		15	000		32	300
912	Landscape Department						
913	R/W - Liaison		2	000		2	500
914	Region Utility Liaison			300		1	000
915	Audit Services						
916	Photogrammetry			100			100
918	Location						
920	Program Management			200			600
921	Specifications		2	000		3	500
922	Adm Services (Engineering)			200			200
923	Environmental Section		2	200		2	900
924	DOT-Planning						
925	Air Monitoring						10
926	Structural Foundations						
927	Bridge Design for Counties						
932	R/W Utility Engineer						300
933	Surfacing Engineer						
934	Chief Geologist						
935	Soils Engineer						
936	Region Traffic						210
937	Hydraulics						
938	Region Environmental						330
949	Urban Studies Unit						
950	Training Courses			200			350
955	Employee Reloc. Assistance						
960	Personal Leave						
961	Administrative Leave						
980	Public Hearing Charges						
985	EEO Monitoring Expense						
		$	65	200	$	121	400

SECTION: SW 185th AVE - SW MURRAY BLVD.

HIGHWAY: FARMINGTON

COUNTY: WASHINGTON

PREFIX: 134-1915

12/20/83

71-2

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 14, 1984

In Reply Refer to
File No.:
PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Signal at 160th
Project No. IX-9064(2)
SW 185th Ave.-SW Hall Blvd. Section
Farmington Highway
Washington County

In reference to your memorandum (HPD.1-OR) of February 10, I would like to clear up the matter of 185th being included in my February 1 request for program change. The PR-1 project data for preliminary engineering authorized January 30, 1980 is as follows:

> Project Data: The work consists of all phases of preliminary engineering including utility preparatory work for future upgrading of existing traffic control signals, installation of new traffic control signals at 185th, Hocken, Cedar Hills, construction of left-turn lanes, transit turn outs and shelters.

In my request it was the intention to convey under revision number 4) the addition of a new signal at 160th in the project data, immediately after 185th.

A new traffic control signal at 160th was not included in the original PR-1 project data because the intersection did not meet warrants in either the August 2, 1979 or March 28, 1980 traffic analysis. The 160th intersection was included in both the August 31, 1979 and April 17, 1980 project category requests because it was anticipated the intersection would meet warrants and be eligible for signalization before the construction of the ultimate concept for the project was accomplished. Since, the 160th intersection now has a Safety Priority Index System (SPIS) value of 60.96 the state requests HES funds to correct the deficiencies prevalent at this location.

The City of Beaverton constructed the improvements between Murray

MKS

Blvd. and Hall Blvd. using local monies. Both the 185th and Kinneman improvements went to construction as project IX-9064(3) with a private developer participating. By accomplishing the remaining preliminary engineering and construction for the 160th intersection improvement with HES funds, the balance of Interstate Transfer Funds identified in the TIP will be used at the Murray Blvd. intersection to upgrade the traffic control signal and construct turn lanes. With the completion of construction at 160th and also Murray the work envisioned under the subject project will be finished.

I trust this additional information will permit you to approve my program change request of February 1.

JLG:pf

cc: Gary Zehner
General Files

MKS

9730

PROJEC[illegible] PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

Washington Co.

SECTION
SW 185th - SW Murray Blvd. (Farmington Hwy.)

REGION
Metro

SURVEY AUTHORITY	AUTHORIZATION NO.	PREFIX	DATE
	5	134-1915	4-5-84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 70,500	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 200
902 CITIZEN'S INVOLVEMENT			916 PHOTOGRAMMETRY		100	934 GEOLOGY		200
903 LOCAL GOVERNMENT			918 LOCATION		1,000	935 SOILS		500
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		1,200
905 FINAL DESIGN		18.500	920 PROGRAM MANAGEMENT		900	937 HYDRAULICS		
906 BRIDGE DESIGN		1,400	921 SPECIFICATIONS		6,000	938 REGION ENVIRONMENT		850
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		500	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION		5,400	923 ENVIRONMENTAL SECTION		3,200	950 TRAINING		350
910 REGION GEOLOGIST		1,500	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		37,300	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE		1,000	926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		3,000	927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON		1,500	932 RAILROAD & UTILITIES		500			

TOTALS	$	$ 155,900
PREVIOUS AUTHORIZATION		$ 65,200
ADD. AUTH. REQUIRED		$ 90,700

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER
IX - 9064(2)

LOCATION ENGINEER'S REMARKS

Additional funds are needed on this project because more work is required at the intersection of 185th & Farmington as well as adding the intersection of Farmington & Kinnaman to Unit 1.

"BRING UP"

PREPARED BY Norman S. Davis	DATE 4-5-84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 4/9/84
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X E S Hunter	DATE 4-6-84
RECOMMENDED, LOCATION ENGINEER X Frank E.	DATE 4/5/84	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

9730

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594 CON 5

TO: H. H. Patterson
Construction Office Manager

DATE: September 7, 1984

B. M. Walton by mk

FROM: B. M. Walton
Contract Payments Coordinator

SUBJECT: Request Contract Acceptance

Contract 9730, Work Completed August 28, 1984

Project SW 185th Ave.-SW Kinnaman Ave.(Beaverton)

Highway Farmington

County Washington

We request you return a signed copy of this letter recommending acceptance or list conditions that would prevent your acceptance of the contract work.

Recommended Acceptance Date ____________________

Construction Office Manager

BMW:mk

cc: J. B. Boyd
Dave Canfield
Don Harwell
Jack Sullivan
George Strawn
Hank Wakerlig
E. L. Hardt

CPC/FM1

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
SEP 07 1984
REFER TO ____________
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

mks

81-125-1387

-7230

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

Washington Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID# 02233

SECTION Farmington Road @ 160th

REGION Metro

Hwy. #142 **SURVEY AUTHORITY**

AUTHORIZATION NO. 2

PREFIX 134-1925

DATE 2/10/85

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 18,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 200
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		200
903 LOCAL GOVERNMENT			918 LOCATION		1,000	935 SOILS		500
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		1,000
905 FINAL DESIGN		3,500	920 PROGRAM MANAGEMENT		300	937 HYDRAULICS		
906 BRIDGE DESIGN		1,000	921 SPECIFICA-TIONS		2,500	938 REGION ENVIRONMENT		500
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		300	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION		5,000	923 ENVIRONMENTAL SECTION		300	950 TRAINING		
910 REGION GEOLOGIST		500	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		5,000	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE		1,000	926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		1,000	927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		500	932 RAILROAD & UTILITIES		200			

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER IX-HES-9064(2)

TOTALS	$	$ 42,500
PREVIOUS AUTHORIZATION		$ 34,500
ADD. AUTH. REQUIRED		$ 8,000

LOCATION ENGINEER'S REMARKS

Additional funds are required by functions 901 and 913 because of extensive right-of-way work required for this project.

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
MAR 11 1985
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

PREPARED BY Original signed by Bob Schalk	DATE 11/28/84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE 2/15/85	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 2/25/85	

mtg
4

734-1914 (7-82)

9730

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: February 14, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. 00027
Project No. IX-HES-9064(2)
SW 185th Ave.-SW Hall Blvd.
Washington County

I request approval of a minor program change to adjust the estimated preliminary engineering costs to reflect more accurately the scope of work, based on the attached justification letter from Mr. Pool dated February 10, 1985.

Approval of this request will involve an increase of $8,000.00 in total cost and obligation of $7,200.00 in Federal funds with revised financing as follows:

	Appn Code	TEC	FF	%
Present	(823)	$ 114,200.00	$ 97,070.00	85
Present	(772)	7,200.00	6,120.00	85
Present	(141)	34,500.00	31,050.00	90
Increase	(141)	8,000.00	7,200.00	90
Difference		$ 163,900.00	$ 141,440.00	

WH:bkb
Attachment

cc:	E.L. Hardt	(Metro)
	R.C. Pool	
	Karen Bunk	(Metro)
	Wayne Schulte	(Metro)
	Gary Zehner	
	Shirley Williams	

9730

FARMINGTON RD. AT MURRAY BLVD. 1X-9064(2)(4)
SW 185TH AVE. - SW. HALL BLVD. 1X-9064(2)(3)
FARMINGTON HWY.

7-1-88

FARMINGTON RD @ MURRAY

PE 823	7,833.01	6,658.05	—	1,174.96
1X-9064(4) CONST 177	242,540.29	176,823.02	34,513.20	65,717.27
	$250,373.30	183,481.07	34,513.20	66,892.23

EXCEEDS F. FUNDS (NOT TRUE)

CITY SHARE:	66,892.23
CREDIT - PE by CITY	(3,750.00)
ADV. DEP	(44,430.00)
CITY OWES	$18,712.23

Reduce N-P. to $1,000 & CITY will get Refund

SW 185TH AVE. - SW. HALL

PE 772	7,200.00	6,120.00	—	1,080.00
823	76,014.91	63,992.53	729.57	12,022.38
CONST 178	138,424.10	117,660.48	(1,103.26)	19,660.36
580	87,746.53	43,907.00	33,883.15	36,091.23
	309,385.54	231,680.01	33,509.46	68,853.97

work for Albertsons

COUNTY SHARE:	68,853.97
ADV. DEP	(31,000.00)
COUNTY OWES	$37,853.97

IX-9064 (4) Dollar Fed. limit Diane

PE LEON

			TEC	FF	TIP
(2)	334-1905	823	7833.01	6658.05	
(2)	134 - 1915		76,014.91	63,992.53	
(2)	134 - 1915	772	7,200.00	6,120.00	
			91,047.92	$ 76,770.58	$ 103,190
(2)	134 - 1915	(HES) 141	68,212.11	61,317.86	
			$ 159,260.03	$ 138,088.44	

CONST.

			TEC	FF	TIP
(3)	134-1096	178	137,320.84	117,660.48	
	" "	580	51,655.30	43,907.00	
	" "	580	36,091.23	0	✓
		823	$ 225,067.37	$ 161,567.48	$ 151,337
(4)	C10147	177	242,540.29 (34,513.20) N-P	176,823.02 – ✓	177,109 + 28,085

7-1-88

Adjustment by Don Baker & Request to accounting section in process.

9730

OREGON DEPARTMENT OF TRANSPORTATION

ITEMIZED STATEMENT OF FINAL COST

S.W. FARMINGTON RD. AT S.W. MURRAY BLVD.

FEBRUARY 5, 1993

WASHINGTON COUNTY AGREEMENT NO. 7194

IX-9064 (2) & (3)

PRELIMINARY ENGINEERING
SW 185TH AVE.-SW KINNAMAN AVE.

RESIDENT ENGINEERING	$48,390.17
RESIDENT ENGINEERING (NONPARTICIPATING)	729.57
CITIZEN INVOLVEMENT	273.56
FINAL DESIGN	6,913.10
BRIDGE DESIGN	216.41
R/W DESCRIPTIONS	391.41
REGION GEOLOGY	621.02
TRAFFIC SECTION	17,297.67
R/W LIAISON	1,843.63
UTILITY LIAISON	1,216.41
PHOTOGRAMMETRY	87.80
LOCATION	5.42
PROJECT MANAGEMENT	599.91
SPECIFICATIONS	1,780.33
ENVIRONMENTAL	2,377.35
AIR MONITORING	3.35
REGION TRAFFIC	206.31
TRAINING	261.49

TOTAL	PROJECT COST	$83,214.91
LESS:	FEDERAL FUNDS	- 68,499.24
LESS:	ADVANCE DEPOSIT (PE)	- 12,000.00
LESS:	ADVANCE DEPOSIT TRANSFERREDFROM IX-9064(3) THE CONSTRUCTION PHASE OF THE PROJECT	- 2,715.67
BALANCE DUE ON PRELIMINARY ENGINEERING		$ 0.00

This final accounting is for the preliminary engineering phases of the project.

9730

108,373.89

```
REPORT NO: FMBL815-1                       OREGON DEPARTMENT OF TRANSPORTATION                               PAGE  1819
                                                  HIGHWAY DIVISION                                     RUN 04/01/93  8:09
                                                SUMMARY BILLING REPORT
                                                                   -------------EXPENDITURE TOTAL-------- ---------BILLING---
                                                                   FHWA PARTICIPATING   NON-PARTICIPATING        CALCULATIONS
9064-003 FEDERAL PROJECT

 178 FED. APPR.: INTERSTATE TSF
  F01435 AGREEMENT  BILLING PERIOD: 03/05/93 TO 03 31 93  XIO -9064-003

   EA -  SUBJOB    EA-SUBJOB TITLE                          ST CLS
   ------------ ------------------------------------------ -- ----

   C09730  -000 (BEAVERTON)SECTION                          04 C           1,081.60
   C09730  -001 (BEAVERTON)SECTION                          04 C                                35.29
   C09730  -010 (BEAVERTON)SECTION                          04 C                             5,100.39
   C09730  -011 (BEAVERTON)SECTION                          04 C         131,345.79
  F01435                                         EXPENDITURE TOTAL   ------------------ ------------------
                                                                         132,427.39  +         5,135.68  =      137,563.07
              EXPENDITURE TOTAL LESS EXCESS CE AND DEFERRED COST:  ------------------ ------------------ -----------------
                                                                         132,427.39  +         5,135.68  =      137,563.07
                                                                                                             =================
  F01435-00 FEDERAL HIGHWAY                              NO: 32775    -00
            FHWA AUTHORIZED AMOUNT:         107,430.00      PERCENT:          85.00%
            FHWA SHARE                                                    112,563.28                     =      112,563.28
            LESS: FHWA AMOUNT PREVIOUSLY BILLED                                                                 107,430.00
            LESS: FHWA ADJ  B - SHARE EXCEEDS AUTHORIZED AMOUNT                                                   5,133.28
                                                                                                             -----------------
            FHWA CURRENT BILLING AMOUNT                                                                               0.00
                                                                                                             =================
  F01435 AGREEMENT                    EXPENDITURE TOTAL LESS: FHWA SHARE  ------------------ ------------------
                                                                          19,864.11  +         5,135.68  =       24,999.79
                                                                                                             =================
  F01435-02 OREGON STATE TREASURY                        NO: 0000132900-76
            AUTHORIZED AMOUNT:          16,284.33    AUTHORIZED PERCENT:     100.00%              100.00%
            CUSTOMER SHARE                                                19,864.11  +         5,135.68  =       24,999.79
            LESS: CUSTOMER AMOUNT PREVIOUSLY BILLED                                                              16,284.33
            LESS: CUSTOMER ADJ  B - SHARE EXCEEDS AUTHORIZED AMOUNT                                               8,715.46
                                                                                                             -----------------
            CUSTOMER CURRENT BILLING AMOUNT                                                                           0.00
                                                                                                             =================
*********************************************************************************************************************************
 178 FED. APPR: INTERSTATE TSF                                 TOTAL     132,427.39  +         5,135.68  =      137,563.07
*           FHWA AUTHORIZED AMOUNT:         107,430.00
*           FHWA SHARE                                                   112,563.28                      =      112,563.28
*           LESS: FHWA AMOUNT PREVIOUSLY BILLED                                                                 107,430.00
*           LESS: FHWA ADJ  B - SHARE EXCEEDS AUTHORIZED AMOUNT                                                   5,133.28
*                                                                                                            -----------------
*           FHWA CURRENT BILLING AMOUNT                                                                               0.00
*********************************************************************************************************************************

REPORT NO: FMBL815-1                       OREGON DEPARTMENT OF TRANSPORTATION                               PAGE  1820
                                                  HIGHWAY DIVISION                                     RUN 04/01/93  8:09
                                                SUMMARY BILLING REPORT
                                                                   -------------EXPENDITURE TOTAL-------- ---------BILLING---
                                                                   FHWA PARTICIPATING   NON-PARTICIPATING        CALCULATIONS
9064-003 FEDERAL PROJECT

 500 FED. APPR.: INTERS TSFR GRNT
  F01436 AGREEMENT  BILLING PERIOD: 03/05/93 TO 03 31 93  XIO -9064-003

   EA -  SUBJOB    EA-SUBJOB TITLE                          ST CLS
   ------------ ------------------------------------------ -- ----

   C09730  -021 (BEAVERTON)SECTION                          04 C          51,655.30
  F01436                                         EXPENDITURE TOTAL   ------------------ ------------------
                                                                          51,655.30  +             0.00  =       51,655.30
              EXPENDITURE TOTAL LESS EXCESS CE AND DEFERRED COST:  ------------------ ------------------ -----------------
                                                                          51,655.30  +             0.00  =       51,655.30
                                                                                                             =================
  F01436-00 FEDERAL HIGHWAY                              NO: 32775    -00
            FHWA AUTHORIZED AMOUNT:          43,907.00      PERCENT:          85.00%
            FHWA SHARE                                                     43,907.00                     =       43,907.00
            LESS: FHWA AMOUNT PREVIOUSLY BILLED                                                                  43,907.00
                                                                                                             -----------------
            FHWA CURRENT BILLING AMOUNT                                                                               0.00
                                                                                                             =================
  F01436 AGREEMENT                    EXPENDITURE TOTAL LESS: FHWA SHARE  ------------------ ------------------
                                                                           7,748.30  +             0.00  =        7,748.30
                                                                                                             =================
  F01436-02 OREGON STATE TREASURY                        NO: 0000132900-76
            AUTHORIZED AMOUNT:               0.00    AUTHORIZED PERCENT:     100.00%              100.00%
            CUSTOMER SHARE                                                 7,748.30                      =        7,748.30
            LESS: CUSTOMER AMOUNT PREVIOUSLY BILLED                                                                   0.00
            LESS: CUSTOMER ADJ  A - EXPENDITURES WITHOUT AUTHORIZATION                                            7,748.30
                                                                                                             -----------------
            CUSTOMER CURRENT BILLING AMOUNT                                                                           0.00
                                                                                                             =================
REPORT NO: FMBL815-1
                                          OREGON DEPARTMENT OF TRANSPORTATION                                  PAGE  1821
                                                  HIGHWAY DIVISION                                     RUN 04/01/93  8:09
                                               SUMMARY BILLING REPORT

                                                                    -------------EXPENDITURE TOTAL-------- ---------BILLING---
 9064-003 FEDERAL PROJECT                                           FHWA PARTICIPATING  NON-PARTICIPATING       CALCULATIONS

  580 FED. APPR.: INTERS TSFR GRNT
   F01437 AGREEMENT  BILLING PERIOD: 03/05/93 TO 03 31 93  XIO -9064-003

    EA -  SUBJOB   EA-SUBJOB TITLE
    ------------ ----------------------------------------- ST CLS
                                                            -- ----
    C09730  -000 (BEAVERTON)SECTION                         04 C
    C09730  -001 (BEAVERTON)SECTION                         04 C            1,475.99
    C09730  -090 (BEAVERTON)SECTION                         04 C                                  48.71
                                                                                               39,410.45
   F01437                                                          ------------------  ------------------
                                              EXPENDITURE TOTAL           1,475.99 +          39,459.16 =          40,935.15
                                                                   ------------------  ------------------  ------------------
                 EXPENDITURE TOTAL LESS EXCESS CE AND DEFERRED COST:      1,475.99 +          39,459.16 =          40,935.15
                                                                                                           ==================
   F01437-00 FEDERAL HIGHWAY                                  NO: 32775     -00
             FHWA AUTHORIZED AMOUNT:                0.00               PERCENT:
             FHWA SHARE                                                    0.00%
             LESS: FHWA AMOUNT PREVIOUSLY BILLED                           0.00                         =               0.00
                                                                                                                        0.00
             FHWA CURRENT BILLING AMOUNT                                                                   ------------------
                                                                                                                        0.00
                                                                                                           ==================
   F01437 AGREEMENT                                                ------------------  ------------------
                                     EXPENDITURE TOTAL LESS: FHWA SHARE   1,475.99 +          39,459.16 =          40,935.15
                                                                                                           ==================
   F01437-02 OREGON STATE TREASURY                            NO: 0000132900-76
             AUTHORIZED AMOUNT:                 0.00     AUTHORIZED PERCENT:
             CUSTOMER SHARE                                              100.00%              100.00%
             LESS: CUSTOMER AMOUNT PREVIOUSLY BILLED                    1,475.99 +          39,459.16 =          40,935.15
             LESS: CUSTOMER ADJ  A - EXPENDITURES WITHOUT AUTHORIZATION                                                 0.00
                                                                                                                   40,935.15
             CUSTOMER CURRENT BILLING AMOUNT                                                               ------------------
                                                                                                                        0.00
                                                                                                           ==================
 ***************************************************************************************************************************
  580 FED. APPR: INTERS TSFR GRNT                                                                                          *
 *           FHWA AUTHORIZED AMOUNT:           43,907.00         TOTAL          53,131.29 +          39,459.16 =          92,590.45
 *           FHWA SHARE
 *           LESS: FHWA AMOUNT PREVIOUSLY BILLED                               43,907.00                        =          43,907.00
 *                                                                                                                     43,907.00
 *           FHWA CURRENT BILLING AMOUNT                                                                   ------------------
 ***************************************************************************************************************************
                                                                                                                        0.00
 ***************************************************************************************************************************


REPORT NO: FMBL815-1
                                          OREGON DEPARTMENT OF TRANSPORTATION                                  PAGE  1822
                                                  HIGHWAY DIVISION                                     RUN 04/01/93  8:09
                                               SUMMARY BILLING REPORT

                                                                    -------------EXPENDITURE TOTAL-------- ---------BILLING---
 9064-003 FEDERAL PROJECT                                           FHWA PARTICIPATING  NON-PARTICIPATING       CALCULATIONS

  580 FED. APPR.: INTERS TSFR GRNT
   F01437 AGREEMENT  BILLING PERIOD: 03/05/93 TO 03 31 93  XIO -9064-003

    9064-003 FEDERAL PROJECT
 **          FHWA AUTHORIZED AMOUNT:        151,337.00 EXPENDITURE TOTAL  185,558.68 +          44,594.84 =         230,153.52
 **          FHWA SHARE
 **          LESS: FHWA AMOUNT PREVIOUSLY BILLED                          156,470.28                        =         156,470.28
 **          LESS: FHWA ADJ  B - SHARE EXCEEDS AUTHORIZED AMOUNT                                                  151,337.00
 **                                                                                                                  5,133.28
 **          FHWA CURRENT BILLING AMOUNT                                                                   ------------------
 ***************************************************************************************************************************
                                                                                                                        0.00
 ***************************************************************************************************************************
```

```
EA/SUBJOB
 SF
  ACTIVITY
   OBJ DETL                                                  TOTAL              TOTAL
    CHRG UNIT                                                AMOUNT             QUANTITY

C09730  000  (BEAVERTON)SECTION
              NO TITLE FOUND
  010          SUPERVISION & ADMIN.
   001          REGULAR WORK TIME

    0813         FINAL ESTIMATES                             194.46              11.00
    0821         QUALITY CONTROL                             160.51               8.00

****001         REGULAR WORK TIME      TOTAL                 354.97              19.00
***010         SUPERVISION & ADMIN.    TOTAL                 354.97              19.00

  020          TRN COURS CONF SEM
   001          REGULAR WORK TIME

    8002         DENNIS CARLSON REG 1                         95.70               8.00

****001         REGULAR WORK TIME      TOTAL                  95.70               8.00

   030          OVERTIME

    8002         DENNIS CARLSON REG 1                         14.35                .80

****030         OVERTIME               TOTAL                  14.35                .80
***020         TRN COURS CONF SEM      TOTAL                 110.05               8.80

  146          TRAFFIC LOOP MAINT
   450          HARDW & ELEC MATL

    1200         MAINT DIST 2B ADM                              .00              32.00

****450         HARDW & ELEC MATL      TOTAL                    .00              32.00
***146         TRAFFIC LOOP MAINT      TOTAL                    .00              32.00

  199          WORK DONE FOR OTHERS
   001          REGULAR WORK TIME

    1043         ELEC CREW, REG 1                               .00              24.00

-****001         REGULAR WORK TIME      TOTAL                   .00              24.00

   550          RENT OF EQT-ASSGN

    1043         ELEC CREW, REG 1                               .00              12.00
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EA/SUBJOB
 SF
  ACTIVITY
   OBJ DETL                                                TOTAL           TOTAL
    CHRG UNIT                                              AMOUNT          QUANTITY

C09730  000  (BEAVERTON)SECTION
              NO TITLE FOUND
  199          WORK DONE FOR OTHERS
   550          RENT OF EQT-ASSGN

****550         RENT OF EQT-ASSGN     TOTAL                    .00            12.00
***199         WORK DONE FOR OTHERS   TOTAL                    .00            36.00

  899          ACTIV NOT ON SRC DOC
   302          RTG ON CONTR-IN BANK

    0523         NO TITLE FOUND                          5,000.00-              .00
    8002         DENNIS CARLSON REG 1                    5,000.00               .00

****302         RTG ON CONTR-IN BANK  TOTAL                    .00              .00

   504          ODOT-REPROGRAPHICS

    0100         STATE HWY ENGR ADM                         20.70               .00
    7611         TRAFFIC DESIGN GRP                          7.80             13.00

****504         ODOT-REPROGRAPHICS    TOTAL                 28.50             13.00

   555          HWY DIV - DATA ENT

    0521         NO TITLE FOUND                              3.16             12.00

****555         HWY DIV - DATA ENT    TOTAL                  3.16             12.00
***899         ACTIV NOT ON SRC DOC   TOTAL                 31.66             25.00

  900          PROG ENGR-PROJ MGR
   001          REGULAR WORK TIME

    1083         NO TITLE FOUND                            429.55             20.00
    8002         DENNIS CARLSON REG 1                    1,196.25            100.00

****001         REGULAR WORK TIME     TOTAL              1,625.80            120.00

   030          OVERTIME

    8002         DENNIS CARLSON REG 1                        8.97               .50

****030         OVERTIME              TOTAL                  8.97               .50
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 EA/SUBJOB
  SF
   ACTIVITY
    OBJ DETL
     CHRG UNIT                                              TOTAL              TOTAL
                                                            AMOUNT             QUANTITY

 C09730  000  (BEAVERTON)SECTION
               NO TITLE FOUND
   900          PROG ENGR-PROJ MGR
    030          OVERTIME

***900          PROG ENGR-PROJ MGR      TOTAL              1,634.77            120.50

   901          PROJ ENG CONSUL
    001          REGULAR WORK TIME

     7364         HISTORIC                                    187.97             12.00
     7612         TRAFFIC PLANS GRP                            20.11              1.00

****001          REGULAR WORK TIME      TOTAL                208.08             13.00

    504          ODOT-REPROGRAPHICS

     7363         DRAFTING                                     34.43               .00
     7612         TRAFFIC PLANS GRP                            10.60               .00

****504          ODOT-REPROGRAPHICS     TOTAL                 45.03               .00
***901          PROJ ENG CONSUL         TOTAL                253.11             13.00

   940          MATERIALS TESTING
    001          REGULAR WORK TIME

     8214         NO TITLE FOUND                               30.58              2.00
     8221         OFFICE SERVICES                              72.74              5.00
     8240         ROADWAY MTLS GRP ADM                      3,114.25            145.00

****001          REGULAR WORK TIME      TOTAL              3,217.57            152.00

    008          SPECIAL PAYMENTS

     8240         ROADWAY MTLS GRP ADM                      3,046.81-              .00

****008          SPECIAL PAYMENTS       TOTAL              3,046.81-              .00

    551          HWY DIV. - MATL TST

     8042         MIKE FISHER, REG 1                           20.00              1.00

****551          HWY DIV. - MATL TST    TOTAL                 20.00              1.00
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REPORT NO: FMRP930-1                         OREGON DEPARTMENT OF TRANSPORTATION                         PAGE    38
RRN:           3951                              FINANCIAL MANAGEMENT SYSTEM                             RUN 10/24/91 21:08
AGY: 02  RPT TYPE: TB                   NNB COST SUMMARY WITH STATE FORCE ORDERS LISTED

 EA/SUBJOB
  SF
   ACTIVITY
    OBJ DETL                                                    TOTAL              TOTAL
     CHRG UNIT                                                 AMOUNT            QUANTITY

 C09730  000  (BEAVERTON)SECTION
               NO TITLE FOUND
   940          MATERIALS TESTING
    551          HWY DIV. - MATL TST

***940          MATERIALS TESTING       TOTAL                     190.76                153.00

**             NO TITLE FOUND          TOTAL                   2,575.32                407.30
*C09730  000  (BEAVERTON)SECTION       TOTAL                   2,575.32                407.30
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```
EA/SUBJOB
 SF
  ACTIVITY
   OBJ DETL                                                      TOTAL              TOTAL
    CHRG UNIT                                                   AMOUNT            QUANTITY

C09730  001  (BEAVERTON)SECTION
              NO TITLE FOUND
  899          ACTIV NOT ON SRC DOC
   300          FRML CONTR-CONST R/W

    8002         DENNIS CARLSON REG 1                       2,905.61-                .00
    9901         AUTO BILLING SYSTEM                        2,905.61                 .00

****300         FRML CONTR-CONST R/W   TOTAL                     .00                 .00

   302          RTG ON CONTR-IN BANK

    0523         NO TITLE FOUND                             1,099.64-                .00
    8002         DENNIS CARLSON REG 1                       1,099.64                 .00

****302         RTG ON CONTR-IN BANK   TOTAL                     .00                 .00

   349          INT ON PYMTS-NON CON

    8002         DENNIS CARLSON REG 1                          84.00                 .00

****349         INT ON PYMTS-NON CON   TOTAL                   84.00                 .00

***899         ACTIV NOT ON SRC DOC    TOTAL                   84.00                 .00

**            NO TITLE FOUND           TOTAL                   84.00                 .00
*C09730  001  (BEAVERTON)SECTION       TOTAL                   84.00                 .00
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REPORT NO: FMRP930-1                         OREGON DEPARTMENT OF TRANSPORTATION                    PAGE     40
RRN:            3951                           FINANCIAL MANAGEMENT SYSTEM                          RUN 10/24/91 21:08
AGY: 02  RPT TYPE: TB                  NNB COST SUMMARY WITH STATE FORCE ORDERS LISTED

EA/SUBJOB
 SF
  ACTIVITY
   OBJ DETL                                                    TOTAL              TOTAL
    CHRG UNIT                                                  AMOUNT             QUANTITY

 C09730  010  (BEAVERTON)SECTION
               NO TITLE FOUND
   899          ACTIV NOT ON SRC DOC
    299          OBJ NOT ON SRC DOC

     8002         DENNIS CARLSON REG 1                              81.81                .00
     9901         AUTO BILLING SYSTEM                            1,525.00                .00

****299          OBJ NOT ON SRC DOC      TOTAL                   1,606.81                .00
***899          ACTIV NOT ON SRC DOC    TOTAL                   1,606.81                .00

   900          PROG ENGR-PROJ MGR
    598          LUMP SUM ENG COST

     9901         AUTO BILLING SYSTEM                            4,083.62                .00

****598          LUMP SUM ENG COST       TOTAL                   4,083.62                .00
***900          PROG ENGR-PROJ MGR      TOTAL                   4,083.62                .00
**             NO TITLE FOUND          TOTAL                   5,690.43                .00

  SF05         ST FORC ORD #5
   899          ACTIV NOT ON SRC DOC
    299          OBJ NOT ON SRC DOC

     9901         AUTO BILLING SYSTEM                            1,375.00-               .00

****299          OBJ NOT ON SRC DOC      TOTAL                   1,375.00-               .00
***899          ACTIV NOT ON SRC DOC    TOTAL                   1,375.00-               .00
**SF05         ST FORC ORD #5          TOTAL                   1,375.00-               .00

  SF07         ST FORC ORD #7
   146          TRAFFIC LOOP MAINT
    450          HARDW & ELEC MATL

     1200         MAINT DIST 2B ADM                                784.96                .00

****450          HARDW & ELEC MATL       TOTAL                     784.96                .00
***146          TRAFFIC LOOP MAINT      TOTAL                     784.96                .00
**SF07         ST FORC ORD #7          TOTAL                     784.96                .00
*C09730  010  (BEAVERTON)SECTION      TOTAL                   5,100.39                .00
```

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REPORT NO: FMRP930-1                    OREGON DEPARTMENT OF TRANSPORTATION                          PAGE     41
RRN:            3951                         FINANCIAL MANAGEMENT SYSTEM                              RUN 10/24/91 21:08
AGY: 02  RPT TYPE: TB               NNB COST SUMMARY WITH STATE FORCE ORDERS LISTED

EA/SUBJOB
 SF
  ACTIVITY                                                     TOTAL            TOTAL
   OBJ DETL                                                   AMOUNT          QUANTITY
    CHRG UNIT

C09730  011  (BEAVERTON)SECTION
              NO TITLE FOUND
  201          WK PERFRM BY CONTR
   304          CR FOR LIQDT DMG

     9901         AUTO BILLING SYSTEM                         6,873.00-              .00

****304         CR FOR LIQDT DMG        TOTAL                6,873.00-              .00
***201         WK PERFRM BY CONTR       TOTAL                6,873.00-              .00

  899          ACTIV NOT ON SRC DOC
   299          OBJ NOT ON SRC DOC

     8002         DENNIS CARLSON REG 1                      130,148.90               .00
     9901         AUTO BILLING SYSTEM                           150.00-              .00

****299         OBJ NOT ON SRC DOC      TOTAL               129,998.90               .00

   300          FRML CONTR-CONST R/W

     8002         DENNIS CARLSON REG 1                        6,663.47               .00

****300         FRML CONTR-CONST R/W    TOTAL                 6,663.47               .00

   598          LUMP SUM ENG COST

     9901         AUTO BILLING SYSTEM                         5,162.78               .00

****598         LUMP SUM ENG COST       TOTAL                 5,162.78               .00
***899         ACTIV NOT ON SRC DOC     TOTAL               141,825.15               .00

  900          PROG ENGR-PROJ MGR
   598          LUMP SUM ENG COST

     9901         AUTO BILLING SYSTEM                         4,083.62-              .00

****598         LUMP SUM ENG COST       TOTAL                 4,083.62-              .00
***900         PROG ENGR-PROJ MGR       TOTAL                 4,083.62-              .00
-**           NO TITLE FOUND            TOTAL               130,868.53               .00

  SF02         ST FORCE ORDER NO.2
   199          WORK DONE FOR OTHERS
    001          REGULAR WORK TIME
    MRP930-1                     OREGON DEPARTMENT OF TRANSPORTATION                  PAGE    42
       3951                         FINANCIAL MANAGEMENT SYSTEM                       RUN 10/24/91 21:08
    RPT TYPE: TB               NNB COST SUMMARY WITH STATE FORCE ORDERS LISTED

   UBJOB

  ACTIVITY
   OBJ DETL                                          TOTAL           TOTAL
    CHRG UNIT                                        AMOUNT          QUANTITY

 C09730  011  (BEAVERTON)SECTION
  SF02         ST FORCE ORDER NO.2
   199          WORK DONE FOR OTHERS
    001          REGULAR WORK TIME

     1043         ELEC CREW, REG 1                        393.26                .00

****001          REGULAR WORK TIME     TOTAL              393.26                .00

    550          RENT OF EQT-ASSGN

     1043         ELEC CREW, REG 1                         84.00                .00

****550          RENT OF EQT-ASSGN     TOTAL               84.00                .00
***199          WORK DONE FOR OTHERS  TOTAL              477.26                .00
**SF02         ST FORCE ORDER NO.2   TOTAL              477.26                .00
*C09730  011  (BEAVERTON)SECTION      TOTAL          131,345.79                .00
```

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REPORT NO: FMRP930-1                       OREGON DEPARTMENT OF TRANSPORTATION                    PAGE     43
RRN:          3951                            FINANCIAL MANAGEMENT SYSTEM                         RUN 10/24/91 21:08
AGY: 02  RPT TYPE: TB                  NNB COST SUMMARY WITH STATE FORCE ORDERS LISTED

 EA/SUBJOB
  SF
   ACTIVITY
    OBJ DETL                                                  TOTAL             TOTAL
     CHRG UNIT                                                AMOUNT           QUANTITY

 C09730   021   (BEAVERTON)SECTION
                 NO TITLE FOUND
   899            ACTIV NOT ON SRC DOC
    299            OBJ NOT ON SRC DOC

     8002            DENNIS CARLSON REG 1                        51,655.30                .00

***299             OBJ NOT ON SRC DOC     TOTAL                  51,655.30                .00
**899             ACTIV NOT ON SRC DOC    TOTAL                  51,655.30                .00

**               NO TITLE FOUND           TOTAL                  51,655.30                .00
*C09730   021   (BEAVERTON)SECTION        TOTAL                  51,655.30                .00
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REPORT NO: FMRP930-1                          OREGON DEPARTMENT OF TRANSPORTATION                                PAGE     44
RRN:          3951                               FINANCIAL MANAGEMENT SYSTEM                                     RUN 10/24/91 21:08
AGY: 02  RPT TYPE: TB                     NNB COST SUMMARY WITH STATE FORCE ORDERS LISTED

 EA/SUBJOB
  SF
   ACTIVITY
    OBJ DETL                                                    TOTAL             TOTAL
     CHRG UNIT                                                  AMOUNT           QUANTITY

 C09730  090   (BEAVERTON)SECTION
                NO TITLE FOUND
   201           WK PERFRM BY CONTR
    304           CR FOR LIQDT DMG

     9901          AUTO BILLING SYSTEM                        6,873.00                  .00

****304           CR FOR LIQDT DMG       TOTAL                6,873.00                  .00
***201           WK PERFRM BY CONTR      TOTAL                6,873.00                  .00

   899           ACTIV NOT ON SRC DOC
    299           OBJ NOT ON SRC DOC

     8002          DENNIS CARLSON REG 1                      35,519.69                  .00

****299           OBJ NOT ON SRC DOC     TOTAL               35,519.69                  .00

    300           FRML CONTR-CONST R/W

     9901          AUTO BILLING SYSTEM                        2,905.61-                 .00

****300           FRML CONTR-CONST R/W   TOTAL                2,905.61-                 .00

    598           LUMP SUM ENG COST

     9901          AUTO BILLING SYSTEM                        5,162.78-                 .00

****598           LUMP SUM ENG COST      TOTAL                5,162.78-                 .00

***899           ACTIV NOT ON SRC DOC    TOTAL               27,451.30                  .00
**              NO TITLE FOUND           TOTAL               34,324.30                  .00

  SF04          ST FORCE ORDER NO.4
   899           ACTIV NOT ON SRC DOC
    598           LUMP SUM ENG COST

     0523          NO TITLE FOUND                             5,084.15                  .00
     9901          AUTO BILLING SYSTEM                            2.00                  .00

****598           LUMP SUM ENG COST      TOTAL                5,086.15                  .00
***899           ACTIV NOT ON SRC DOC    TOTAL                5,086.15                  .00
**SF04          ST FORCE ORDER NO.4      TOTAL                5,086.15                  .00
*C09730  090   (BEAVERTON)SECTION        TOTAL               39,410.45                  .00
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1983 Main St.-S. Br. St. (Baker) 9731
Sec. of LaGrande-Baker Hwy
(Grading, paving & signing)

9731

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

PRO

TO: Robert D. Hector
Region Engineer

DATE: March 14, 1988

FROM: Cam Gilmour, Manager
Program Section
Cam

SUBJECT: Underbilling-City of Baker
Main Street-Bridge Street
La Grande-Baker Highway
Contract No. 9731
Agreement No. 7658

On February 2 you handed us copies of correspondence between Region 5 and the City of Baker regarding subject matter and requested we review the project file to determine if the financial participation by the City of Baker was appropriate.

In review of the files on this project, it appears the billing sent to and paid by the City ($6,698.03) is in keeping with the intent of the agreement. It reads that "the City agrees to pay 50% of the difference between actual cost and the amount of FHWA contribution".

Further, this particular project was funded and constructed with a portion of federal funds coded "L" which is 100% federal, thus reducing the match or participation by others.

This perhaps could have been avoided by agreement modification with the City, as well as FHWA, and future projects will have to be monitored more closely. There cannot by federal regulations, be collection by the state for work paid for by FHWA, thereby causing the reduction in City participation.

The Region and Salem office will more carefully scrutinize these types of projects in the future.

Shultz

JNS:jc

cc: ~~Joe Speight~~
Wayne Schulte
Rich Sjolander
Jack Ayres
Tom Eiguren
Roger Lang

81-123-1387

9731

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	State Oregon
MONTHLY TRANSACTION NUMBER 9-195	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Baker
PROJECT REPORT NUMBER	9-23-86	Project Number F-70(3)
MODIFICATION NUMBER 4		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 28, 19 83.

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,030,174	$ 1,024,274
Federal funds	$ 908,098	$ 902,897
Other revisions		

This modification is made for the following reasons: To release federal funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23TH day of [illegible], 19 [illegible]

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXXX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

Oregon State Highway Division
Salem, Oregon September 19, 1986

Federal-Aid Project No. F-70(3)

Main St.-S. Bridge St. (Baker) Sec.
LaGrande-Baker Highway
Baker County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. 0+00 to 61+00)

Subtotal from estimate of 11-28-84	$ 895,804.15
Subtotal	$ 895,804.15
Engineering	128,469.85
Total	$ 1,024,274.00
Length of Roadway	1.098 mi.
Cost of Roadway Per Mile	$ 932,854.28

SUMMARY OF FUNDS

Description	Appn Code	Pro-Rata	Total Cost	Federal Funds	State Funds	County Funds
Roadway	010	88.15%	$1,024,274.00	$ 902,897.00	$ 60,688.00	$ 60,689.00

Sub. Job 010:0%; Sub. Job 011: 96%; Sub. Job 080:0%; Sub. Job 081: 4%
Contract No. C09731
Prefix: C001-1964
Prefix: C001-1016
DDB:bkb

9-731

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 12-73	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2059
PROJECT REPORT NUMBER		State Oregon
MODIFICATION NUMBER 3		County Baker
	12-5-84	Project Number F-70(3)

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 28, 1983, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 992,000.00	$ 1,030,174.00
Federal funds	$ 874,448.00	$ 908,098.00
Other revisions		

This modification is made for the following reasons: to include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 5th day of December, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Gary A. Potter

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON NOVEMBER 28, 1984

FEDERAL AID PROJECT NO. F-70(3)

MAIN ST.-S. BRIDGE ST. (BAKER)
LA GRANDE-BAKER HIGHWAY
BAKER COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE 1000
ROADWAY (STA. 0+00 to STA. 61+00)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
24-Inch Culvert Pipe	$ 50.00	22	$ 1,100.00	26	$ 1,300.00
12-Inch Sewer Pipe	14.00	2,606	36,484.00	2,685	37,590.00
6" Perf. Pipe (PA #1)	6.00	---	---	30	180.00
Filter Fabric (PA #1)	4.00	---	---	60.2	240.80
Drain Rock (PA #1)	15.00	---	---	22.03	330.45
15-Inch Culvert Pipe (PA #4)	12.00	---	---	40	480.00
Additional Removal of Structures and Obstructions (PA #9)	600.00	---	---	100%	600.00
Class "C" AC (PA #10)	29.40	---	---	300	8,820.00
Adjust Slope Protection and Utilities (FA #1)	---	---	---	---	5,000.00
Flaggers (FA #2)	---	---	---	---	2,000.00
Permanent Pavement Striping (SFO #1)	---	---	4,000.00	100%	6,000.00
Subtotals			$ 41,584.00		$ 62,541.25

Increase	$ 20,957.25
Subtotal from Estimate of November 1, 1984	874,846.90
Subtotal	$ 895,804.15
Engineering	134,369.85
Total	$1,030,174.00

Length of Roadway	1.098 mi.
Cost of Roadway Per Mile	$ 938,227.69
Federal Funds (88.15%)	$ 908,098.00
State Funds	122,076.00
Total	$1,030,174.00

Group 1	96%	Group 8	4%
Contract No.	9731		
Prefix:	1-1964		
Prefix:	1-1016		

WH:bkb

9731

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 11-174	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER		County Baker
MODIFICATION NUMBER 2		Project Number F-70(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 28, 1983, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 965,896.00	$ 992,000.00
Federal funds	$ 851,437.00	$ 874,448.00
Other revisions		

This modification is made for the following reasons: to include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 13th day of November, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

[illegible] File

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON November 1, 1984

FEDERAL AID PROJECT NO. F-70(3)

MAIN ST.-S. BRIDGE ST. (BAKER)
LA GRANDE-BAKER HIGHWAY
BAKER COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE 1000
ROADWAY (STA. 0+00 to STA. 61+00)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temporary Signs	$ 11.00	445	$ 4,895.00	587.8	$ 6,465.80
Flagmen	25.00	40	1,000.00	146	3,650.00
Cement in Treated Base Mixture	80.00	770	61,600.00	846.17	67,693.60
Aggregate Base	25.00	20	500.00	150	3,750.00
Filter Fabric (PA #6)	2.00	---	---	2,336	4,672.00
Aggregate Base	8.00	---	---	700	5,600.00
	Subtotals		$ 67,995.00		$ 91,831.40

Increase	$ 23,836.40
Subtotal from revised estimate of September 7, 1984	851,010.50
Subtotal	$874,846.90
Engineering	117,153.10
Total	$992,000.00
Length of Roadway	1.098 mi.
Cost of Roadway Per Mile	$903,460.84
Federal Funds (88.15%)	$874,448.00
State Funds	117,552.00
Total	$992,000.00

Group 1 96; Group 8 4%
Contract No. 9731
Prefix: 1-1964
Prefix: 1-1016

WH:bkb

9731

MAIN - S. BRIDGE ST. (BAKER)

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 10-290 PROJECT REPORT NUMBER MODIFICATION NUMBER 1	U.S. Department of Transportation **Federal Highway Administration** **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 10-1-84	Form Approved; O M B No. 04-R2089 State OREGON County BAKER Project Number F-70(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 28, 1983, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 943,720	$ 965,896
Federal funds	$ 943,720	$ 851,437
Other revisions		Appn Code 010

(Note: Additional Federal Funds Collected - $111,830.82)

This modification is made for the following reasons: 1. "The project agreement executed 11-28-83 is modified to decrease Federal-aid participation to 88.15 percent in accordance with P.L. 97-424, Section 145".
2. To include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 1st day of October, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XX FOR: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON SEPTEMBER 7, 1984

FEDERAL AID PROJECT NO. F-70(3)

Main St.-S. Bridge St. (Baker)
LaGrande - Baker Highway
Baker County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE 1000
Roadway (Sta. 0+00 to Sta. 61+00)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
General Excavation	$ 5.25	10,436	$ 54,789.00	14,000	$ 73,500.00
Trench Excavation	8.00	1,760	14,080.00	3,000	24,000.00
Treated Base Mixture	10.00	14,000	140,000.00	16,450	164,500.00
Concrete Walks	13.00	2,650	34,450.00	2,900	37,700.00
Special Backfill Material (PA #2)	10.00	--	--	1,000	10,000.00
Furnish and Place Aggregate Base, Sidewalks & Driveways (PA #3)	15.00	--	--	450	6,750.00
Stone Embankment (PA #6)	7.50	--	--	1,852.8	13,896.00
		SUBTOTALS	$243,319.00		$330,346.00

Increase	$ 87,027.00
Subtotal from Estimate of November 25, 1983	763,983.50
Subtotal	$851,010.50
Engineering	114,885.50
Total	$965,896.00

Length of Roadway	1.098 mile
Cost of Roadway Per Mile	$879,686.70
Federal Funds (88.15%)	$851,437.00
State Funds	114,459.00
TOTAL	$965,896.00

Reimbursement 100% $965,896.00 Public Law 97-424, S145

Group 1: 96%; Group 8: 4%
Contract No. 9731
Prefix: 1-1964
Prefix: 1-1016

WH:me

[illegible]

OMB No. 04-R2089

* TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 11-247 + 248	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	State Oregon County Baker Project No. F-70(3)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Main St.-S. Bridge St. (Baker)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-17-83	1.098
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 943,720.00	$ 831,888.00*

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

* See Additional Provisions on back.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Manager, Program Section
(Title)
XXX For: H.S. Coulter, P.E.
State Highway Engineer
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: Dale E. Wilken
Date executed by Division Administrator 11-28-83

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon November 25, 1983

Federal-Aid Project No. F-70(3)

Main St.-S. Bridge St. (Baker)
LaGrande-Baker Highway
Baker County

PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. 0+00 to Sta. 61+00)

Mobilization		All Required		$ 29,000.00
Temporary Protection and Direction of Traffic		All Required		3,000.00
Temporary Signs	445	Sq. Ft.	11.00	4,895.00
Temporary Barricades	17	Each	100.00	1,700.00
Flagmen	40	Hour	25.00	1,000.00
Clearing and Grubbing		All Required		10,000.00
Removal of Structures and Obstructions		All Required		3,500.00
General Excavation	10,436	Cu. Yd.	5.25	54,789.00
Trench Excavation	1,760	Cu. Yd.	8.00	14,080.00
Finish Roadbed and Slopes		All Required		2,000.00
Furnishing and Placing Topsoil	500	Cu. Yd.	15.00	7,500.00
Treated Base Mixture	14,000	Ton	10.00	140,000.00
Cement in Treated Base Mixture	770	Ton	80.00	61,600.00
Aggregate Base	20	Ton	25.00	500.00
Class "B" Asphalt Concrete Mixture	6,000	Ton	18.00	108,000.00
Asphalt Cement in Mixture	360	Ton	190.00	68,400.00
24-inch Culvert Pipe	22	Lin. Ft.	50.00	1,100.00
8-inch Sewer Pipe	232	Lin. Ft.	15.00	3,480.00
12-inch Sewer Pipe	2,606	Lin. Ft.	14.00	36,484.00
15-inch Sewer Pipe	1,108	Lin. Ft.	19.00	21,052.00
18-inch Sewer Pipe	850	Lin. Ft.	23.00	19,550.00
Extra for Pipe Under Pavement	140	Lin. Ft.	20.00	2,800.00
Concrete Manholes	12	Each	1,300.00	15,600.00
Concrete Inlets, Type G-1	34	Each	375.00	12,750.00
Concrete Walks	2,650	Sq. Yd.	13.00	34,450.00
Concrete Driveways	1,200	Sq. Yd.	19.00	22,800.00
Concrete Curbs	10,890	Lin. Ft.	5.25	57,172.50

Extra for Asphalt Approaches	19 Each	200.00	3,800.00
Adjusting Manholes	13 Each	100.00	1,300.00
Adjusting Boxes	19 Each	50.00	950.00
Roadside Seeding and Mulching	2 Acre	1,700.00	3,400.00
Removal of Existing Signs	All Required		800.00
Wood Sign Posts	All Required		4,700.00
Type "C", "D" and "R" Signs in Place	149 Sq. Ft.	10.00	1,490.00
Type "EE" Signs in Place	91 Sq. Ft.	12.00	1,092.00
Type "F" and "G" Signs in Place	10 Sq. Ft.	12.00	120.00
Type "U" Signs in Place	119 Sq. Ft.	16.00	1,904.00
Move and Reinstall Existing Signs	All Required		225.00
			$ 756,983.50

Anticipated Items

Permanent Pavement Striping	All Required		$ 4,000.00
Temporary Pavement Striping	All Required		2,000.00
Temporary Erosion Control	All Required		1,000.00
			$ 7,000.00
		Subtotal	$ 763,983.50
		Engineering	103,136.50
		Total	$ 867,120.00

Length of Roadway	1.098 mi.
Cost of Roadway Per Mile	$ 789,726.78

Work Retained in Reserve

Intersection Channelization	All Required		$ 4,000.00
City of Baker (Water & Sewer)	All Required		60,000.00
Dust Abatement (Detour)	All Required		3,500.00
		Subtotal	$ 67,500.00
		Engineering	9,100.00
		Total	$ 76,600.00

SUMMARY OF FUNDS (88.15%)

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 867,120.00	$ 764,366.00	$ 102,754.00
Reserve	76,600.00	67,522.00	9,078.00
Total	$ 943,720.00	$ 831,888.00	$ 111,832.00

Reimbursement 100% $943,720.00 Public Law 97-424, S145

Group 1 96%; Group 8 4%
Contract No. 9731
Prefix: 1-1964
Prefix: 1-1016

Main St.-S. Bridge St. (Baker)
Nonparticipating-State Work

Single Mailbox Supports	4 Each	100.00	$ 400.00
Multiple Mailbox Supports	15 Each	150.00	2,250.00
			$ 2,650.00

1 7 3

jc cc: OSHD (Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

RECEIVED
STATE HWY ENGR
SEP 23 '86
REFER TO Fredrickson
FOR

REGION NO. 10	REPORT NO. 4	COUNTY Baker	DIVISION Oregon
DATE OF REPORT 9-15-86	REPORT MADE BY D. B. Carter, Area Engineer DBC		PROJECT NO. F-70(3) cy 9/24
COMPLETION DATE (Actual) 10-12-84	ACCEPTANCE DATE BY CONRTACT AGENCY 5-27-86	TIME ELAPSED $\frac{218}{180}$ = 121 %	CONTRACT TIME 210 CWD
LOCATION U. S. 30 in City of Baker, Oregon			

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

MAIN STREET - SOUTH BRIDGE STREET SECTION
LA GRANDE - BAKER HIGHWAY
Grading, Paving & Signing

NOTED
V. E. SCHWART

This project provided for the reconstruction of a 1.16 mile section of U. S. 30 in the city of Baker, Oregon.

The original contract provided for a contract time of 180 calendar work days. The contractor requested and was granted a time extension of 30 calendar work days on April 24, 1985. This has left 8 days of liquidated damages assessed to the contractor.

The final cost of the original contract items was $811,834.78 which is a 6.9 percent overrun of the contract bid amount of $759,633.50. The final cost of the project including all engineering and changes was $1,019,380.67 which is a 1.0 percent underrun of the project authorization of $1,029.341.53.

All participating work has been completed.

All signing and striping is complete.

A final inspection of the completed work was made on October 23, 1984 at which time several minor items remained to be done. Mr. Schlieski has indicated these items are now complete. Final acceptance of the contract work was given on May 19, 1985.

- DBC -

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Donald B. Carter		SIGNATURE	
TITLE Area Engineer	DATE 9/15/86	TITLE District Engineer B	DATE 9/19/86

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED

9731

9/3/86

Bruce Walton 378-6594 of Construction called and requested we call Jim Adamson (Baker PWD 523-6541) of anticipated amount of money owed on:

Contract # 9731 - Project F-70(3)
Powder River Br. - S. Bridge St. of
LaGrande - Baker Hwy No. 66
Agreement # 7658 stipulates
City pays 50% of difference between
FHWA participation and actual total cost

I called Diane Galida 378-5035 (Acct.) for following:

Total Cost	$1,026,993.80
FHWA Partic.	901,844.86
Diff. -	125,148.94
@ 50% =	62,574.47

I called Jim Adamson and related this was current estimate to date with no other costs anticipated? - subject to release of contract by Construction Engnr., final acceptance by FHWA, and final accounting by OSHD Accting Section

Sept. 5/86 - Dn Harrell

9731

N

June 3, 1986

CON 5 - 9731

Seaboard Surety Company
411 108th Avenue, NE, Suite 1670
Bellevue, WA 98004

Contract No. 9731 awarded to Baker Redi-Mix, Inc., for work on Main Street-S. Bridge Street (Baker) Section of the La Grande-Baker Highway in Baker County was completed on November 22, 1985, and accepted by the State Highway Division on May 27, 1986.

Final payment in the amount of $5,113.92 will be released to the contractor after June 9, 1986. The total contract amount is $923,380.67 including $7,801.10 for work performed under force account.

You have been advised previously that a claim has been filed with us against the performance bond on this contract.

Robert W. Gormsen
COMMISSION SERVICES

fkn
cc Baker Redi-Mix, Inc.
P.O. Box 825
Baker, OR 97814

bc C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
Robert Hector

9731

Report # 98

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

NAME OF JOB	SECTION Main St.-S. Bridge St.	WEEK ENDING Nov. 2, 1985
		SECTION PREFIX 1-1016
	HIGHWAY La Grande - Baker	COUNTY Baker
	KIND OF WORK Grading, Paving, Signing	
CONTRACTOR Baker Redi Mix, Inc.	CONTRACT NUMBER 9731	FEDERAL AID PROJECT NUMBER F-70(3)
DATE OF CONTRACT November 3, 1983	DATE WORK STARTED November 8, 1983	ESTIMATED COMPLETION DATE September 1984
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 180 CWD	WORK DAYS USED CALENDAR DAYS USED 218
PROJECT AUTHORIZATION: $ 961,041.00	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 121
EXCLUSIVE OF ENGINEERING: $ 883,541.00	ENGINEERING AUTHORIZATION $ 77,500.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 928,311.00	This Week ENGINEERING COST TO DATE $ 87,581.04	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 99
ESTIMATED PERCENT: OVERRUN UNDERRUN + 4.9 %	PERCENT OF AUTHORIZATION 116 %	DATE PROJECT WAS COMPLETED: October 12, 1984

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	0		

		GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1	1.2	1.2	0	0	1.2
MILES PARTIALLY COMPLETED	2	1.2	1.2			1.2
MILES COMPLETED	3	1.2	1.2			1.2
TOTAL ESTIMATED QUANTITIES (CONTRACT)	4	10,436	14,000			6,000
TOTAL QUANTITIES CORRECTED TO DATE	5	14,400	16,450			6,800
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	6	14,400	16,420			6,800
AVERAGE DAILY QUANTITIES						
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME						
NUMBER OF SHIFTS PER DAY						
HOURS PER SHIFT						

EQUIPMENT USED DURING THE WEEK:

0

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 27		0		
MONDAY 28		0		
TUESDAY 29		0		
WEDNESDAY 30		0		
THURSDAY 31		0		
FRIDAY 1		0		
SATURDAY 2		0		

RECEIVED
4 1985
CONSTRUCTION SECTION
CE F CAE ---- LS ---- TC ----
COE ---- OM ---- SA ---- CC ----
OE ---- FE ---- CP ----
CA ---- POC ----
CAM ---- QCS ----
EEO ---- FILE ----

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 27	
MONDAY 28	This Week: No activity
TUESDAY 29	
WEDNESDAY 30	
THURSDAY 31	
FRIDAY 1	
SATURDAY 2	

REMARKS

FINAL RECORDS SUBMITTED TO REGION 11/1/85

FINAL REPORT

SIGNED Joseph A. Schlieski LOCATION La Grande

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP*F216

9731

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 24, 1985

In Reply Refer to
File No.:

CON 5

Baker Redi-Mix, Inc.
P. O. Box 825
Baker, OR 97814

Re: Time Extension Request
Main St.-S. Bridge St.
Contract No. 9731
FAP No. F-70(30)

Your request for additional contract time in which to complete the above project has been very carefully reviewed. A contract time adjustment of an additional 30 Calendar Workdays is granted due to the performance of additional and extra work and due to delay resulting from installation of new water services by the City of Baker.

The adjusted contract time for completion of this project is 210 Calendar Workdays. There remains 8 Calendar Workdays of liquidated damages under this contract.

Should you wish further review of this matter, or to submit additional data, please contact Project Manager Joe Schlieski.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer
for Operations

bc: C. O. Fredrickson
R. D. Hector
Joe Schlieski w/att.
FHWA w/att.
Bruce Walton w/att.

TE/163

Form 734-3122

STATE OF OREGON

INTEROFFICE MEMO

TO: Bryant Jackmond
Contract Administration Engineer

DATE: March 11, 1985

CE.... CAE .... RECEIVED LS......TC......
COE.... OM....
OE .... SA......CC......
CA............ MAR 13 1985 FE ...... CP .....
CAM .... CONSTRUCTION POC.. ....
EEO............ SECTION OCS............
FILE. ....

SUBJECT: Time Extension Request
Main Street - S. Bridge Street
Baker County
Contract # 9731

Enclosed is a request by the contractor for an extension of contract time. Also enclosed is an analysis by the project manager of work items that contributed to the overrun contract time.

Schlieski has performed a very thorough analysis of the time required to complete the work. He recommends that the contractor be granted an additional 30 calendar days of contract time due to delays involving items of extra work and delays that resulted from the City of Baker's installation of new water services.

I concur in Schlieski's recommendation which would leave eight days of liquidated damages.

Warren
Warren Richards
Region 5 Construction Engineer

WR/lm

Enc.

4-23-85

W. E. Schwartz -

I concur with Region and Project Mgr. and recommend a 30 CWD time extension due to additional work performed, extra work, and City of Baker water line installation.

The water line installation was properly done during the course of construction and could not reasonably have been completed prior to construction without incurring significant additional costs. These 5 CWD should be FHWA participating, as well as the 25 CWD for added and extra work.

Jackmond

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: February 11, 1985

In Reply Refer to
File No.:

TO: Oregon Transportation Commission

CON 5

FROM: H. S. Coulter, P.E., P.L.S.
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Main St.-South Bridge St. (Baker) Section
LaGrande-Baker Highway, Baker County
Contract No. 9731

This federal aid grading and paving project has been completed and it is now apparent that the final cost will exceed the project authorization by $68,300 or seven percent. The authorization was increased by action of the Commission at its meeting of August 21, 1984, because of the need for stabilizing the subgrade, and for extension of work to tie into a recently reconstructed intersection.

Since that time it has become necessary to use increased quantities of paving materials to construct a revised typical section over some 3,000 feet of the project to resolve conflicts with the existing surfacing and approaches. These additional paving materials and related items added more than $36,000 to the cost of the project.

An insufficient amount of sidewalk and driveway work was provided for in the contract plans, and construction of the quantities required to properly complete the project added approximately $9,500 to its cost.

In addition to the above there were minor overruns of a number of miscellaneous items including slope protection adjustment, utility adjustment, flagging, signing and aggregate base material which collectively added more than $10,000 to the cost of the project. Construction engineering costs were also increased in order to properly monitor, inspect and document the increased work.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $68,300.00 to a new total of $1,029,341.53. This matter will be on the consent calendar for the February 26 meeting.

bc: Fred Miller
C. O.Fredrickson
R. D. Hector
R. W. Gormsen
V. E. Skoog
George Bell

Form 734-3122

STATE OF OREGON
Highway Construction 378-6318

INTEROFFICE MEMO

FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: February 11, 1985

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

NOTED
W. E. SCHWARTZ

SUBJECT: Request for Increase in Project Authorization
Main St.-South Bridge St. (Baker) Section
LaGrande-Baker Highway, Baker County
Contract No. 9731

This federal aid grading and paving project has been completed and it is now apparent that the final cost will exceed the project authorization by $68,300 or seven percent. The authorization was increased by action of the Commission at its meeting of August 21, 1984, because of the need for stabilizing the subgrade, and for extension of work to tie into a recently reconstructed intersection.

Since that time it has become necessary to use increased quantities of paving materials to construct a revised typical section over some 3,000 feet of the project to resolve conflicts with the existing surfacing and approaches. These additional paving materials and related items added more than $36,000 to the cost of the project.

An insufficient amount of sidewalk and driveway work was provided for in the contract plans, and construction of the quantities required to properly complete the project added approximately $9,500 to its cost.

In addition to the above there were minor overruns of a number of miscellaneous items including slope protection adjustment, utility adjustment, flagging, signing and aggregate base material which collectively added more than $10,000 to the cost of the project. Construction engineering costs were also increased in order to properly monitor, inspect and document the increased work.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $68,300.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: R. D. Hector
J. A. Schlieski
B. M. Walton
W. F. Cobine

9731

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-70(1)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Baker

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
1-25-85

4. PROGRAM NO.

5. ITEM NO. 10019

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6/17/83

8. FEDERAL ROUTE NUMBER Primary 70

9. STATE ROUTE NUMBER Primary 66

10. GENERAL LOCATION:

Main Street - South Baker Interchange

11. GENERAL DESCRIPTION OF WORK

Revised Utility Costs

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)* See Below

13. REMARKS

As requested by Mr. Potter's letter of 1/4/85 the revised costs for the relocation of the City of Baker's water and sanitary sewer facilities are approved for a TEC of $78,921; Federal Funds $69,569 (increase TEC $19,108; Federal Funds $16,844) subject to final audit.

The above authorization is contingent upon modification of Project Agreement if additional funds are required.

RECEIVED
STATE HWY ENGR
JAN 29 '85
REFER TO Potter
FOR
Info	Inves	R/D	D/R	Sign	Act.	File

Orig- to
1/30

14. DATE 1/25/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hessner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

4731

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 4, 1985

In Reply Refer to
File No

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter
Manager, Program Section

SUBJECT: Cost Overrun
Water & Sanitary Sewer Facilities Relocation
City of Baker
Main Street-South Bridge Street Section
La Grande - Baker Highway
Baker County
Project No. F-70(1)

NOTED
E. S. HUNTER

Reference is made to my letter of August 10, 1983, which submitted an estimate of cost for the relocation of the City of Baker's water and sanitary sewer facilities and to your Letter of Approval and/or Authorization, dated August 22, 1983, which approved participation in the estimated cost of $59,813. Copies of my letter and your PR-1240 are attached.

The relocation of the City's facilities has been completed and a final billing of cost, in the amount of $78,920.76, received. The final cost of $78,920.76 exceeds the estimated cost of $59,812.32 by $19,108.44 or 31.95%. The City, in a letter dated November 16, 1984, has provided an explanation of the cause for overrunning the estimated cost. A copy of the letter is attached.

The relocation costs have not been audited by our Accounting Section. Five percent of the cost overrun will be withheld pending completion of audit. The City has accomplished the work required to accommodate our highway construction, as requested, and is entitled to full reimbursement.

Your approval of federal participation in the final relocation cost of $78,920.76 is requested.

JMC:jr
attachments

cc: E. S. Hunter
Jack M. Cartwright
Rich Evans
Tom Carman

RECEIVED
STATE HWY ENGR
JAN 8 '85
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

9731 Accts — FAPA — Renee' — Carter N

FDE

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

DATE: December 10, 1984

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Bruce M. Walton
FROM: for C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. F-70(3)

Contract 9731, Work Completed October 12, 1984

Project Main St.-S. Bridge St. (Baker)

Highway LaGrande-Baker

County Baker

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date ** May 19, 1986

Christianson
for Dale E. Wilken
Division Administrator

RDC:mk

*Completion of storm sewer correction work.

cc: ~~H. S. Coulter~~ Rulien
C. O. Fredrickson
R. D. Hector
B. M. Walton

**5/19/86 The storm sewer correction work is now complete and acceptance is recommended.

B Carter

RECEIVED
STATE HWY ENGR
MAY 20 '86
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
LARRY RULIEN

RECEIVED
DEC 12 1984
[illegible]

Form 734-3122

9731

1

Telephone (503) 523-4447

BAKER REDI-MIX, Inc.
CONCRETE - SAND & GRAVEL - ASPHALT
P. O. BOX 825
BAKER, OREGON 97814

December 4, 1984

Mr. Robert Gormsen
Oregon Transportation Commission Services
121 Transportation Building
Salem, OR 97310

Dear Mr. Gormsen:

Re: Claim filed by Gaynetco
OSHD Contract 9731, Main Street-S. Bridge Street (Baker)

Notice is hereby given that Baker Redi-Mix, Inc. denies Gaynetco's claim. Following is a summary of Gaynetco's performance on the above referenced project through the latest estimate paid by the State of Oregon:

Item No.	Item	Amount
34	Removal of existing signs	$1,000.00
35	Wood sign posts	1,260.00
36	Type C, D & R signs	1,190.00
37	Type EE signs	900.00
38	Type F & G signs	-0-
39	Type U signs	1,371.75
40	Move & reinstall existing signs	300.00
	Sub-total	6,021.75
	Less: 5% retainage	(301.09)
	Liquidated damages 9/24-10/12 = 19 days 19 days @ $225/day	(4,275.00)
	Prior payments	(1,445.66)
	Balance due Gaynetco	$ -0-

In addition to the above, the Oregon State Highway Division Project Manager, Joe Schlieski, has informed Baker Redi-Mix that Gaynetco's certified payrolls have been challenged and it appears that Gaynetco has underpaid employees. Since Baker Redi-Mix is the prime contractor and is ultimately responsible, it appears there will be additional charges against Gaynetco's earnings.

Sincerely,

Leo Payne

Leo Payne, Controller

cc: Gaynetco
Seaboard Surety Company

RECEIVED
DEC 7 1934
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

claim filed 11-15-84 -
no response rec.

9731 CL 84-255

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 28, 1984

IN REPLY REFER TO FILE NO.:
CON 5
#9731

Gaynetco
10416 NE Marx
Portland, OR 97220

Gentlemen or Ladies:

This will acknowledge your letter of November 15, 1984, filing a claim against the following Highway Division contract:

FILED BY:	Gaynetco
AMOUNT:	$5,196.09 plus interest
FOR:	Work performed
AGAINST (Prime contractor)	Baker Redi-Mix, Inc.
CONTRACT NO.:	9731
PROJECT:	Main Street-S. Bridge Street (Baker) Section, La Grande-Baker Highway, Baker County
SURETY:	Seaboard Surety Company
AGENT:	KL and K Associates, Inc.

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

NOTED ON CARD
~~Dec 12, 1984~~

RECEIVED
NOV 30 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Baker Redi-Mix, Inc.
PO Box 825
Baker, OR 97814

Seaboard Surety Company
320 108th Ave., NE, Suite 401
Bellevue, WA 98004

bc: ✓ Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

gaynetco

November 15, 1984

Mr. Robert Gornsem
Manager
Oregon Transportation Commission Services
Department of Transportation
121 Transportation Building
Salem, OR 97310

Dear Mr. Gornsem;

Notice hereby is given that the undersigned, GAYNETCO, INC., has a claim for payment of work performed under OSHD #9731, (Baker Reddi-Mix) in the amount of $5,196.09, plus interest at 18% per annum against the bond taken from Seaboard Surety, 320 108th Ave. N.E., Suite 401, Belvue, WA 98004 for the work described below:

Item No.	Item	Amount
34	Removal of existing signs	$1,000.00
35	Wood sign posts	1,260.00
36	Type C,D, & R signs	1,266.50
37	Type EE signs	910.00
38	Type F & G signs	150.00
39	Type U signs	1,755.25
40	Move & reinstall existing signs	300.00
	Sub Total	$6,641.75
	Less previous Payment	($1,445.66)
	Total Claim	$5,196.09

Sincerely,

GAYNETCO, INC.

Gaynet E. Melsheimer
President

GEM:ps

RECEIVED
NOV 19 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

PLEASE NOTE NEW ADDRESS & PHONE

[redacted]
10416 N.E. MARX

[redacted]
(503) 256-9711

PORTLAND, OREGON [redacted]
97220

9731

86N

ROAD DESIGN-HIGHWAY

DES 16

Joseph A. Schlieski
Project Manager

August 14, 1984

Arnold R. Anderson, P.E.
Sign Design Supervisor

Sign Shop Drawings
Main St.-S. Bridge St. (Baker)
La Grande-Baker Highway
Baker County
Contract No. 9731

Attached are three sets of shop drawings for type "U" signs on the subject project, approved as noted.

One set should be retained by you for field inspection purposes, one set forwarded to Don Wackerbarth's office for shop inspection of the signs and one sent to Gaynetco for their records.

The sign fabricator, Traffic Control Signs Company, has been sent a set of the approved drawings under separate cover.

AA:mg

Attachments

cc: C. O. Fredrickson
R. D. Hector

MG

bc: Andy Anderson

Versteeg
Anderson
Adams
Mcnab
Edwards
Terpin
Trout
Wakerlig

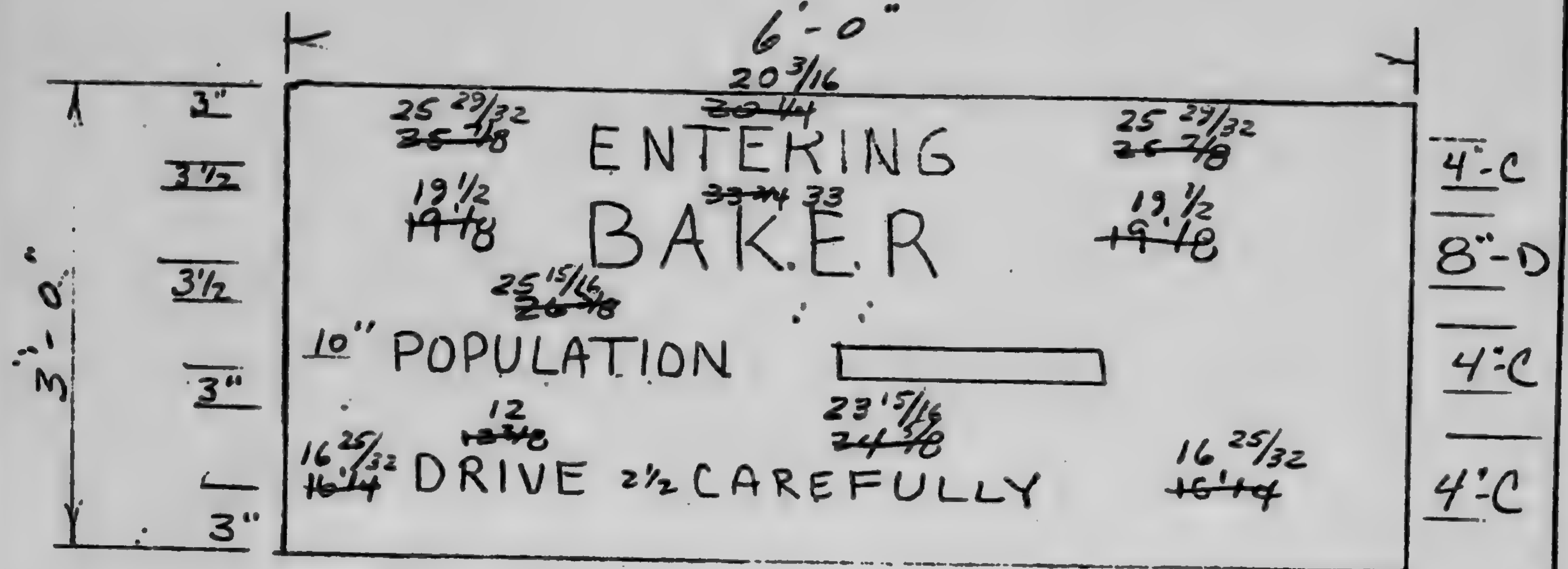
RECEIVED
AUG 14 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ____/____/____
Action

traffic control signs company

P.O. BOX 11305 - 6709 SOUTH ADAMS STREET
TACOMA, WASHINGTON 98411 (206) 472-4484

Date
Proj. MAIN ST, BAK
Loc.


6'-0"
20 3/16
~~20 1/4~~
25 29/32
~~25 7/8~~
ENTERING
25 29/32
~~26 7/8~~
19 1/2
~~19 1/8~~
~~33 1/4~~ 33
BAKER
19 1/2
~~19 1/8~~
25 15/16
~~26 1/8~~
10" POPULATION
12
~~12 3/8~~
23 15/16
~~24 3/8~~
16 25/32
~~16 1/4~~
DRIVE 2½ CAREFULLY
16 25/32
~~16 1/4~~
3'-0"
3"
3½
3½
3"
3"
4"-C
8"-D
4"-C
4"-C

☐ APPROVED WITHOUT CHANGE
☑ APPROVED AS NOTED
☐ RETURNED FOR CORRECTION

AUG 13 1984

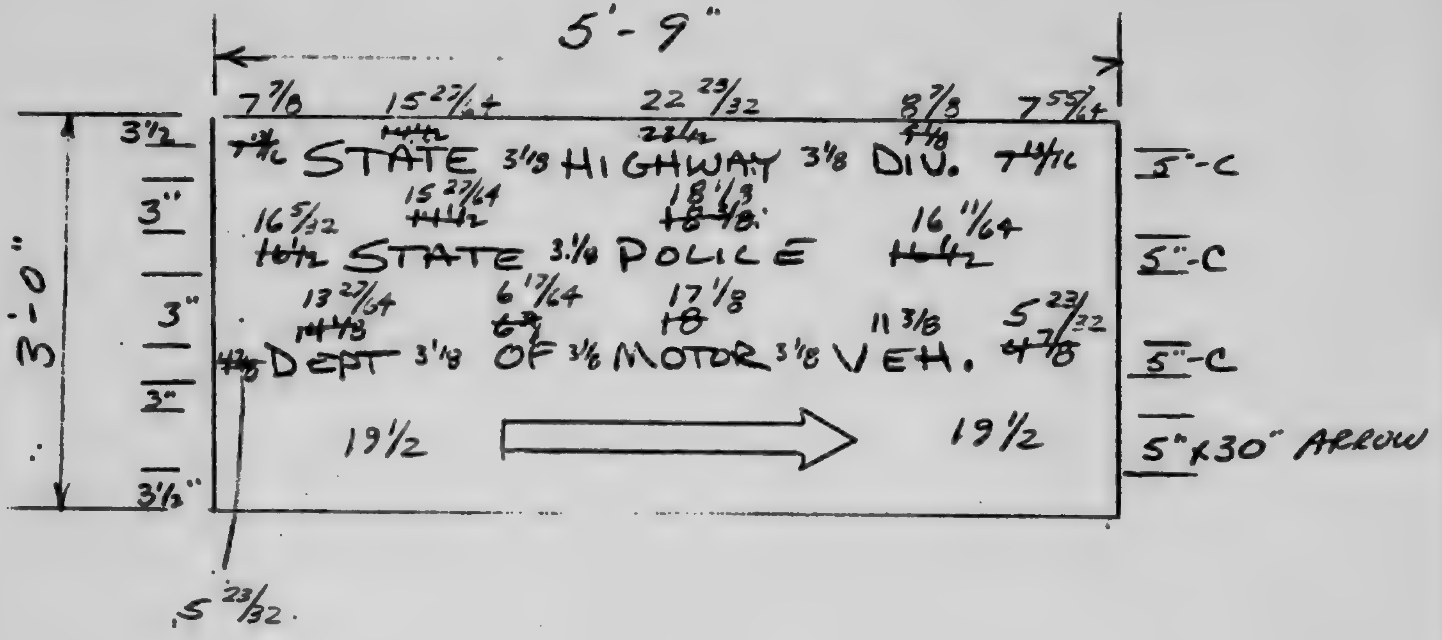
OREGON STATE HIGHWAY DIVISION
Subject to Section 105.02 of the Standard Specifications for Highway Construction
BY QKQ

Sign No. 12	Sta. No.
Type - "U"	Panel Material PLYWOOD
Width 6'-0"	Height 3'-0"
Border Width ~~3/8~~" 1/2	Margin Width NONE
Corner Radius 3"	Scale
Background GRN ENG Gr S/L	Letter Type ~~WHT~~ ENG Gr S/L
Designed By	Checked By

Silver

traffic control
signs company
P.O. BOX 11306 · 6709 SOUTH ADAMS STREET
TACOMA, WASHINGTON 98411 · (206) 472-4484

Date
Proj. MAIN ST, BAK
Loc.


5'-9"
7 7/8
15 27/64
~~14 1/2~~
22 23/32
~~23 1/2~~
8 7/8
~~7 1/8~~
7 55/64
3'-0"
3 1/2
3"
3"
3"
3 1/2"
~~7 1/16~~ STATE 3 1/8 HIGHWAY 3 1/8 DIV. ~~7 13/16~~
15 27/64
~~14 1/2~~
18 1/8
~~18 3/8~~
16 5/32
~~16 1/2~~ STATE 3 1/8 POLICE
16 11/64
~~16 1/2~~
13 27/64
~~14 1/8~~
6 17/64
17 1/8
~~18~~
11 3/8
5 23/32
~~4 7/8~~
DEPT 3 1/8 OF 3 1/8 MOTOR 3 1/8 VEH.
19 1/2
19 1/2
5"-C
5"-C
5"-C
5"x30" ARROW
5 23/32

Sign No. 11	Sta. No.
Type - U -	Panel Material PLYWOOD
Width 5'-9"	Height 3'-0"
Border Width ~~3/4~~ 1/2"	Margin Width NONE
Corner Radius 3"	Scale NONE
Background GRN ENG GR S/L	Letter Type ~~WHT~~ ENG GR S/L
Designed By	Checked By

Silver

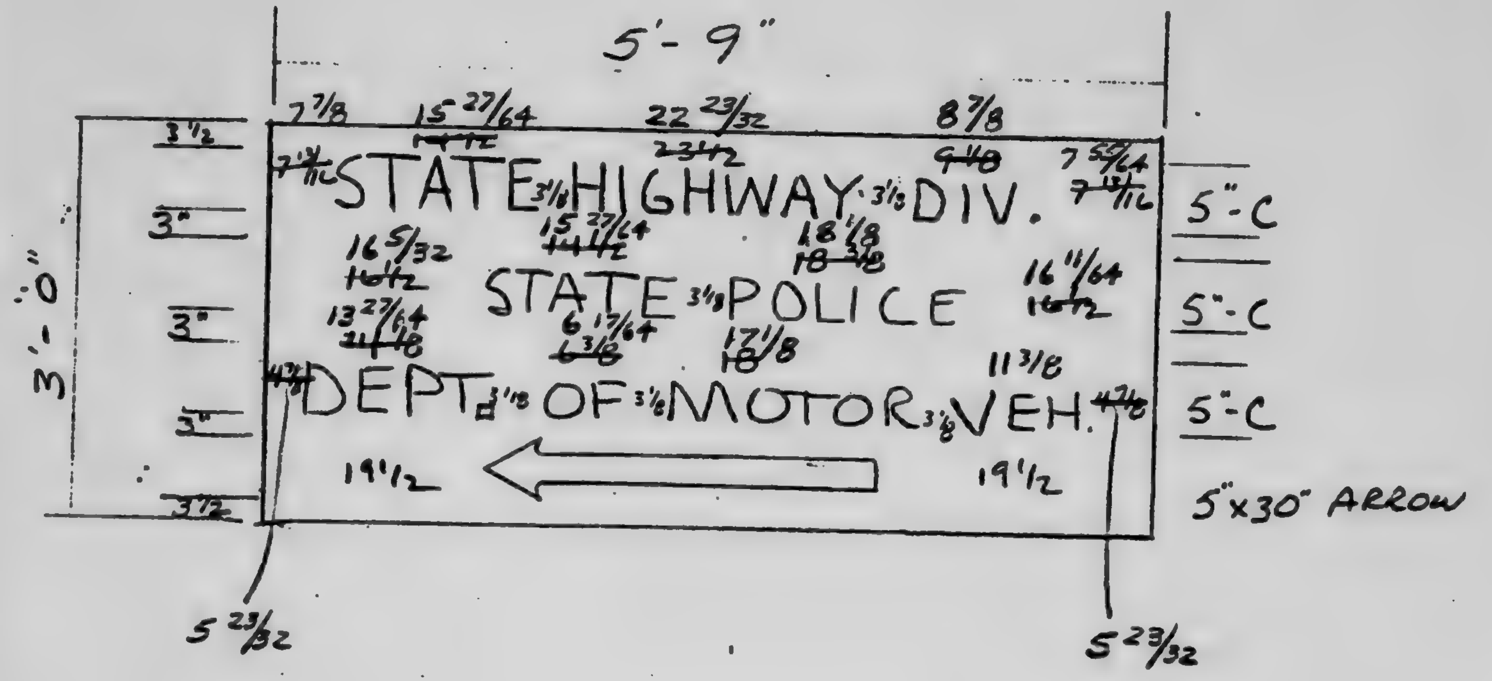
☐ APPROVED WITHOUT CHANGE
☑ APPROVED AS NOTED
☐ RETURNED FOR CORRECTION

AUG 13 1984

OREGON STATE HIGHWAY DIVISION
Subject to Section 105.02 of the Standard
Specifications for Highway Construction
BY ORO

traffic control signs company
P.O. BOX 11305 · 8709 SOUTH ADAMS STREET
TACOMA, WASHINGTON 98411 · (206) 472-4484

Date
Proj. MAIN ST, BAK
Loc.


5'- 9"
7 7/8
15 27/64
~~14 1/2~~
22 23/32
~~23 1/2~~
8 7/8
~~9 1/8~~
7 1/16
STATE 3 1/8 HIGHWAY 3 1/8 DIV.
7 55/64
~~7 13/16~~
5"-C
15 27/64
~~14 1/2~~
18 1/8
~~18 3/8~~
16 5/32
~~16 1/2~~
STATE 3 1/8 POLICE
16 11/64
~~16 1/2~~
5"-C
13 27/64
~~21 1/8~~
6 17/64
~~6 3/8~~
17 1/8
~~18~~
11 3/8
4 7/8
DEPT 3 1/8 OF 3 1/8 MOTOR 3 1/8 VEH.
4 7/8
5"-C
19 1/2
19 1/2
5"x30" ARROW
3'-0"
3 1/2
3"
3"
3"
3 1/2
5 23/32
5 23/32

☐ APPROVED WITHOUT CHANGE
☑ APPROVED AS NOTED
☐ RETURNED FOR CORRECTION

AUG 13 1984
OREGON STATE HIGHWAY DIVISION
Subject to Section 105.02 of the Standard Specifications for Highway Construction
BY O.K.O.

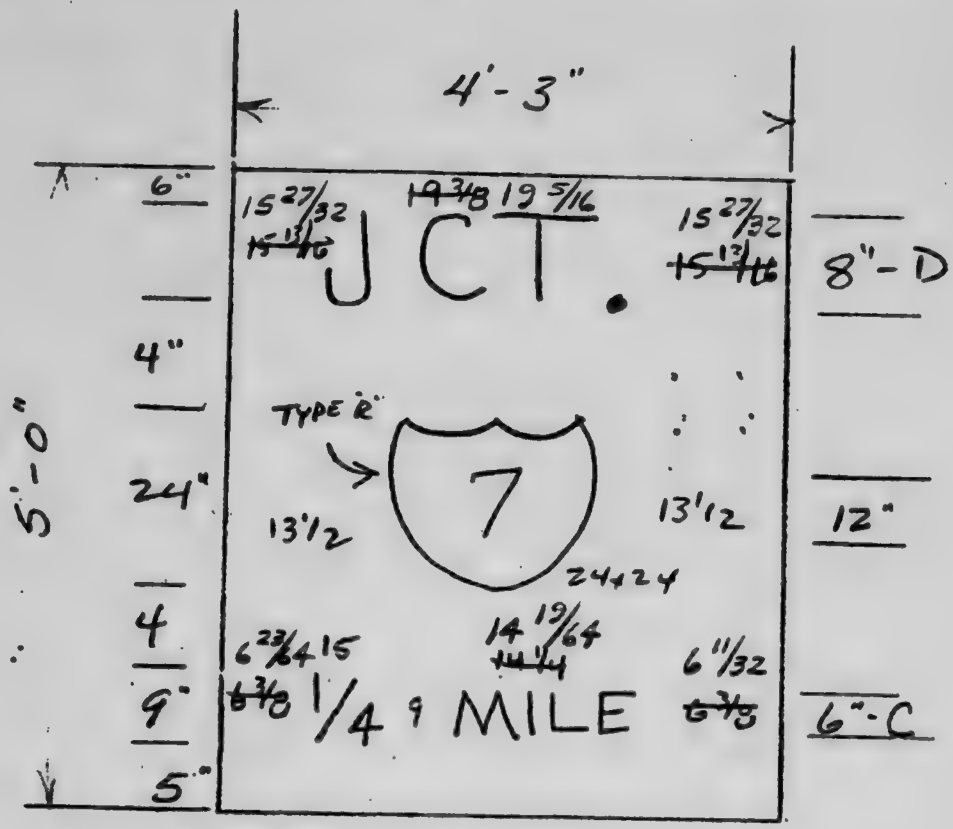
Sign No. 8	Sta. No.
Type - U -	Panel Material PLYWOOD
Width 5'-9"	Height 3'-0"
Border Width ~~3/8~~ 1/2	Margin Width NONE
Corner Radius 3"	Scale
Background GRN ENG GR S/L	Letter Type ~~[illegible]~~ ENG GR S/L
Designed By	Checked By

Silver

traffic control signs company

P.O. BOX 11305 · 6709 SOUTH ADAMS STREET
TACOMA, WASHINGTON 98411 · (206) 472-4484

Date ______
Proj. MAIN ST, BAK
Loc. ______


4'-3"
5'-0"
6"
4"
24"
4
9"
5"
15 27/32
~~15 13/16~~
~~19 3/8~~ 19 5/16
15 27/32
~~15 13/16~~
JCT.
8"-D
TYPE R
7
13 1/2
13 1/2
24x24
12"
6 23/64 15
~~6 3/8~~
14 19/64
~~14 1/4~~
6 11/32
~~6 3/8~~
1/4 9 MILE
6"-C

☐ APPROVED WITHOUT CHANGE
☑ APPROVED AS NOTED
☐ RETURNED FOR CORRECTION

AUG 13 1984

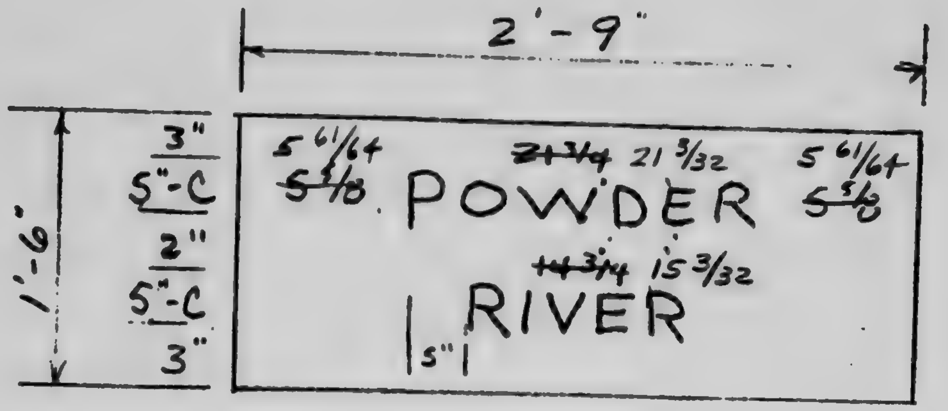
OREGON STATE HIGHWAY DIVISION
Subject to Section 105.02 of the Standard Specifications for Highway Construction
BY ARA

Sign No. 6	Sta. No.
Type "U"	Panel Material PLYWOOD
Width 4'-3"	Height 5'-0"
Border Width ~~3/8~~ 1"	Margin Width None
Corner Radius ~~9"~~ 6"	Scale NONE
Background GRN ENG GR S/L	Letter Type ~~WHT~~ ENG GR S/L
Designed By	Checked By

Silver

traffic control signs company
P.O. BOX 11305 · 6709 SOUTH ADAMS STREET
TACOMA, WASHINGTON 98411 · (206) 472-4484

Date
Proj. MAIN ST, BAKER
Loc.


2'-9"
1'-6"
3"
5"-C
2"
5"-C
3"
5 61/64
~~5 5/8~~
~~21 3/4~~ 21 3/32
5 61/64
~~5 5/8~~
POWDER
~~14 3/4~~ 15 3/32
RIVER
5"

Sign No. 4 & 5	Sta. No.
Type "U"	Panel Material PLYWOOD
Width 2'-9"	Height 1'-6"
Border Width ~~3/8~~" 1/2"	Margin Width NONE
Corner Radius 3"	Scale
Background GREEN ENG S/L	Letter Type ~~WHITE~~ ENG. S/L
Designed By	Checked By

Silver

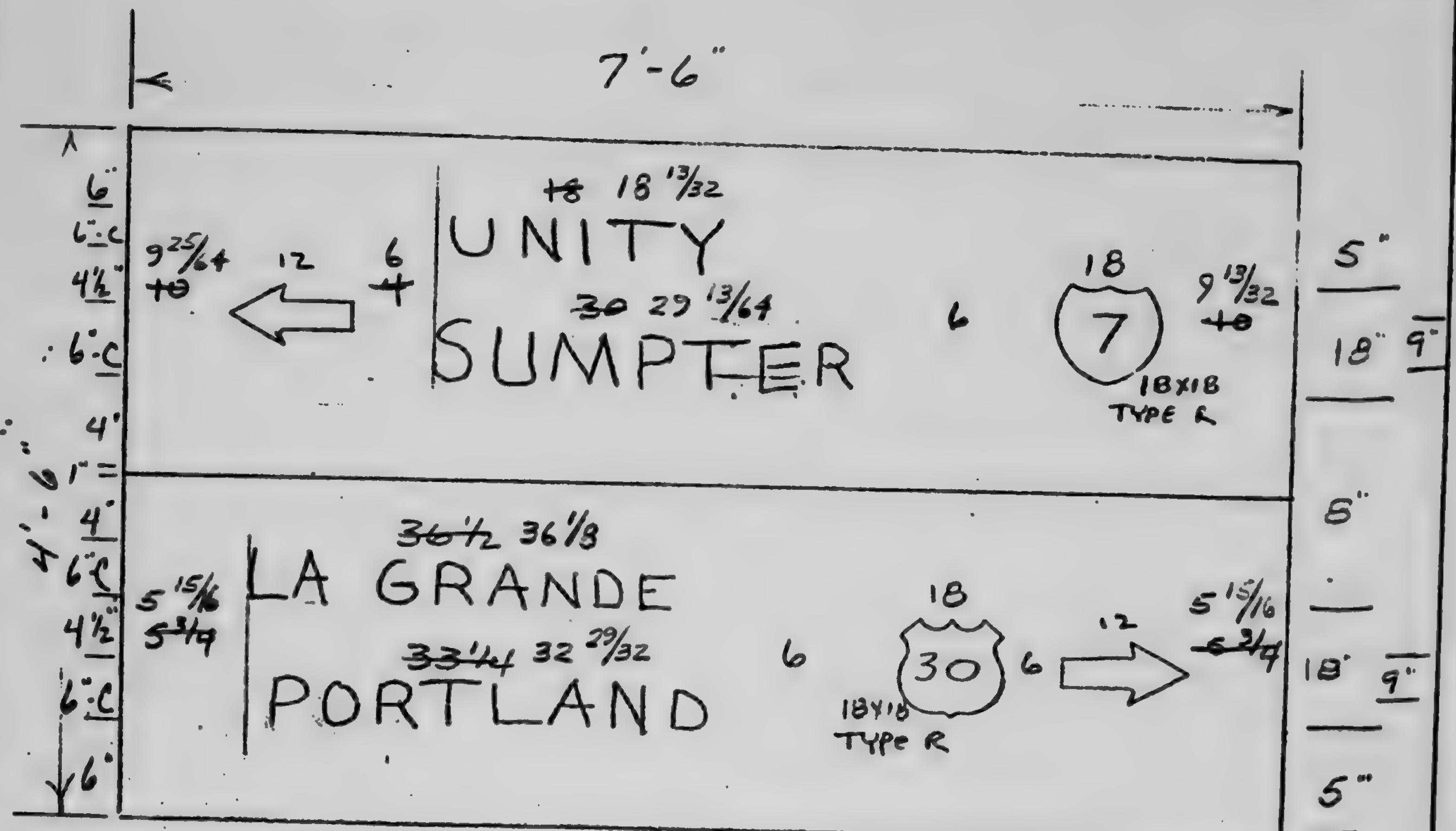
☐ APPROVED WITHOUT CHANGE
☑ APPROVED AS NOTED
☐ RETURNED FOR CORRECTION

AUG 13 1984

OREGON STATE HIGHWAY DIVISION
Subject to Section 105.02 of the Standard Specifications for Highway Construction
BY ORQ

traffic control
signs company
P.O. BOX 11305 · 6709 SOUTH ADAMS STREET
TACOMA, WASHINGTON 98411 · (206) 472-4484

Date
Proj. MAIN ST., BAK
Loc.


7'-6"
6"
6"-C
4½"
6"-C
4"
1"
4'-6"
4"
6"-C
4½"
6"-C
6"
~~18~~ 18 13/32
UNITY
9 25/64
~~10~~
12
6
~~4~~
~~30~~ 29 13/64
SUMPTER
6
18
7
18X18
TYPE R
9 13/32
~~10~~
5"
18"
9"
6"
~~36½~~ 36 1/8
LA GRANDE
5 15/16
~~5¾~~
~~33¼~~ 32 29/32
PORTLAND
6
18
30
18X18
TYPE R
6
12
5 15/16
~~5¾~~
18"
9"
5"

8x12 ARROWS

Sign No. 2	Sta. No.
Type "U"	Panel Material PLYWOOD
Width 7'-6"	Height 4'-6"
Border Width 1"	Margin Width NONE
Corner Radius 6"	Scale
Background GREEN ENG GR.	Letter Type ~~WHITE~~ ENG GR.
Designed By	Checked By

Silver

☐ APPROVED WITHOUT CHANGE
☒ APPROVED AS NOTED
☐ RETURNED FOR CORRECTION

AUG 13 1984

OREGON STATE HIGHWAY DIVISION
Subject to Section 105.02 of the Standard Specifications for Highway Construction
BY GRA

9731

(C)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: August 8, 1984

TO: Oregon Transportation Commission

H S Coulter

FROM: H. S. Coulter, P.E., P.L.S.
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Main Street-S. Bridge Street Section
LaGrande-Baker Highway, Baker County
Contract No. 9731

In Reply Refer to
RECEIVED
DOT DIRECTOR
CON 5
AUG 13 '84
REFER TO
FOR
Info Invos R/D D/R Sign Act File

This federal aid project is approximately 70 percent finished with completion anticipated later this month. It now appears that the final cost will exceed the project authorization by $82,400.00 or 9.4 percent.

During the installation of a storm sewer, a substantial portion of the existing subgrade was found to be unsuitable for the proper bedding and backfill of the pipe. It was therefore necessary to sub-excavate the unsuitable grade and place special backfill material, adding more than $18,000 to the cost of the project.

When general excavation work was begun in the spring of 1984, the subgrade was found to be saturated due to high groundwater conditions. Consideration was given to aerating the material which would have involved a considerable waiting period and might not have been effective. To alleviate complaints from local officials, citizens and businesses regarding disruption of traffic flow, it was deemed necessary to sub-excavate the unsuitable areas and to backfill with stone embankment over a filter fabric. This work added more than $37,000 to the cost of the project.

In order to correct excessive crown in the existing roadway surface and to tie in with reconstruction of the intersection at Main Street, the treated base was extended westerly from the Powder River Bridge. The material required for this additional work added more than $30,000 to the cost of the project.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $82,400.00 to a new total of $961,041.53. This matter will be on the consent calendar for the August 21 meeting.

cc: Fred Miller
R. W. Gormsen
C. O. Fredrickson
V. E. Skoog
R. D. Hector
George Bell

FRED MILLER

Form 734-3122

91-

t

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction 378-6318 FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: August 8, 1984

FROM: O. B. Jackmond
O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Main Street-S. Bridge Street Section
LaGrande-Baker Highway, Baker County
Contract No. 9731

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There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $82,400.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: R. D. Hector
J. A. Schlieski
B. M. Walton
W. F. Cobine

O.K.-

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
AUG 9 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

81-125-1387

Contains Recycled Materials

7751

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

In Reply Refer to
File No.:

REGION 5 OFFICE

P. O. Box 850 - La Grande, Oregon 97850 - Telephone 963-3177

June 25, 1984

William F. Heizer, D.M.D.
1817 Second Street
Baker, Oregon 97814

Dear Dr. Heizer:

Oregon Transportation Commission Chairman, Anthony Yturri, handed me a copy of your letter to him and asked that I write you.

Long before this project was let to contract, Highway Division people, City of Baker officials, and business people along the route evaluated the procedural arrangements for the construction work. It was a deliberate decision by the people involved to detour the through traffic via Bridge Street and to advise motorists seeking service by signing through the project. Signs showing "Gas - Food - Lodging" with arrows through the project have been installed since as early as November, 1983.

Much of the problems with project delay has been because of the unusually wet spring that we have had this year. That kind of weather was not anticipated. I was over the project this morning, and found that traffic was having no problems getting through the work area now. I directed that the detour signs be removed and traffic be routed along Elm Avenue to Baker.

I trust that these remarks clarify what is happening and why. The project is now shaping up nicely and should be completed in another couple of months. I feel confident that you will be pleased with the street improvement when it is completed, and will consider it to be an asset to the adjacent properties and to the City of Baker.

NOTED
W. E. SCHWARTZ

Sincerely,

Original Signed By Robert D. Hector

R. D. Hector
Region Engineer

RDH/lm

cc: Anthony Yturri

bc: Fred Miller, w/attach.
W. E. Schwartz, w/attach. ✓

RECEIVED
STATE HWY ENGR
JUN 27 '84
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

734-1839

WILLIAM F. HEIZER, D.M.D.
1817 Second Street
BAKER, OREGON 97814

June 13, 1984

Dear Mr. Yturri:

It is my understanding that you have a great deal of experience in working with the Oregon State Highway Dept. I am writing this letter in the hope that you may have a suggestion as to how we might proceed in getting some relief for my motel, located on Old Highway 30 in Baker. All traffic has been detoured around the motel for several months.

The following is a rundown of my contacts with people heading up this work.

Last November 1983, I spoke with Jim Adamson, director of Public Works for the city of Baker, concerning the rebuilding. I advised him that I had recently purchased the Lariat Motel and could not afford to have traffic from the south entrance of town cut off.

Mr. Adamson referred me to Mr. Selesky, Project Manager for Oregon State Highway Dept. I talked to Mr. Selesky and Mr. Adamson concerning the possible use of flagmen to keep traffic moving through the area.

Flagmen were also discussed with Mr. Lee Luelling, manager of Baker Redi-Mix, who has the contract for rebuilding of the road. Unfortunately, nothing was accomplished, traffic was completely shut down.

On June 5th I again spoke with Mr. Luelling who advised me that they were ready to start curbing and base fill. While the contract runs to the last of August they are hoping to finish early, which may be optomistic thinking.

My concern is that we are losing prime travel time, when a motel should be making a few dollars, and here we set dead in the water with overhead expense continuing and no income.

What we need is some relief or somebody to help us pay our bills.

Whatever you can suggest, or help me to accomplish, will be appreciated.

Sincerely,

Bill Heizer

1131

66-N

ROAD DESIGN-HIGHWAY

DES 16

J. A. Schlieski
Project Manager

May 17, 1984

Donald R. Adams, P.E.
Final Design Engineer

Multiple Mailbox Installation
Main St.-Bridge St. (Baker)
La-Grande-Baker Hwy.(66)
Baker County

The Neighborhood Delivery and Collection Box Unit being supplied by the U.S. Postal Service is not a safe, crash tested item. Even at speeds of 35 m.p.h., they represent an added danger to motorists and passengers of an errant vehicle.

If used, they should be placed outside of a clear zone, next to the right of way line, or preferably on the property of the proposed postal patrons.

The NDCBUs are ideal for apartment complexes, trailer courts, etc. but become inconvenient when used in an urban area of predominently single dwellings for residents at the extremes from the unit.

I would not recommend their substitution for our approved Mailbox, Multiple Installation.

DRA:DRB:mg

cc: R. D. Hector

bc: Don Bedford
nb

1 Versteeg ✓
Anderson
Adams
Macnab
Edwards
Terpin
Trout
Wakerlig

RECEIVED

MAY 21 1984

ROAD DESIGN
SECTION

Action

9731

rll

F

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-70(3)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Baker

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10019

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 12/5/83

8. FEDERAL ROUTE NUMBER Primary 70

9. STATE ROUTE NUMBER Primary 66

10. GENERAL LOCATION:
Main Street - South Bridge Street (Baker) Section

11. GENERAL DESCRIPTION OF WORK
Surface gravel portion of detour with AC grindings

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ XX CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 12/5/83 as requested in Mr. Fredrickson's letter of 2/16/84 as being cost effective for the use of City forces to proceed with the above work. State Force Order No. 2 representing work to be done by City of Baker forces is approved for a TEC of $3,500 Federal Funds $3,085.

RECEIVED
STATE HWY ENGR
MAR 5 '84
REFER TO Potter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

orig. P
3/5

14. DATE 2/24/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev 12-76) PREVIOUS EDITIONS MAY BE USED

-9731

5

November 15, 1983

Baker Redi-Mix, Inc.
P. O. Box 825
Baker, OR 97814

CON 3
#9731

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 9731 for work on the Main Street-S. Bridge Street (Baker) Section of the LaGrande-Baker Highway in Baker County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

Encl.

cc: Seaboard Surety Company
320 108th Avenue, N.E., Suite 401
Bellevue, WA 98004

bc: C. T. Keasey
Walt Hart
Robert Church
Jan Peterson
Robert Hector
Joseph Schlieski

KL&K
ASSOCIATES INC.
BONDING & INSURANCE FOR CONSTRUCTION & INDUSTRY

4147 S.E. Division
P.O. Box 06030
Portland, Oregon 97206
Insurance: 503-231-6570
Bonds: 503-231-9394
Telex #151712
1-800-547-9850
(Outside Oregon Only)

November 9, 1983

OREGON TRANSPORTATION COMMISSION
Department of Transporation
Highway Division
121 Transportation Building
Salem, OR 97310

Re: BAKER REDI-MIX, INC., Bond No. 96733083
OSHD Contract No. 9731, Main St.-S. Bridge Street
$759,633.50

Gentlemen:

Enclosed are the executed Contract Documents in reference to the above captioned project for Baker Redi-Mix, Inc. The performance bond included in the Contract Documents have been executed on behalf of Baker Redi-Mix, Inc. and Seaboard Surety Company.

Also enclosed are the required Certificates of Insurance.

Very truly yours,

Judy Hiltenbrand

Judy Hiltenbrand
K L & K ASSOCIATES, INC.

/jh
Enclosures

cc: Ernie Scribner
Baker Redi-Mix, Inc.

RECEIVED
NOV 10 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Bonding • Insurance • Life • Medical • Disability

Telephone (503) 523-4447

BAKER REDI-MIX, Inc.
CONCRETE - SAND & GRAVEL - ASPHALT
P. O. BOX 825
BAKER, OREGON 97814

October 27, 1983

Office of Commission Services
Room 121
State Transportation Building
Salem, Oregon 97310

Re: Main St. - S. Bridge St. (Baker) #9731
LaGrande - Baker Highway
Baker County

Gentlemen:

Please be advised that the following Disadvantaged Business Enterprise will be performing work on subject project.

Luelling Trucking Inc.
P. O. Box 5171
Bend, Oregon 97708

Total Estimated Bid	$96746.00
Percent of Contract	12.7

Sincerely,

Lee E. Luelling
Vice President - Manager

RECEIVED
OCT 31 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Ray Turner

Telephone (503) 523-[illegible]

BAKER REDI-MIX, Inc.
CONCRETE - SAND & GRAVEL - ASPHALT
P.O. BOX 825
BAKER, OREGON 97814

October 27, 1983

Luelling Trucking Inc.
P O Box 5171
Bend, Oregon 97708

Re: Main St. - Bridge St. (Baker)
LaGrande - Baker Highway
Baker County

Gentlemen:

We are pleased to advise you that Baker Redi-Mix, Inc. is apparent low bidder on subject project.

By this letter we hereby accept your bid on the following items:

Item No.	5	Flagmen	40 hr.	@ $ 25.00	* $ 1000.00
Item No.	9	Trench Exc.	1760 cu. yd.	@ $ 8.00	* $14080.00
Item No.	17	24" Culvert Pipe	22 lin. ft.	@ $ 50.00	* $ 1100.00
Item No.	18	8" Sewer Pipe	232 lin. ft.	@ $ 15.00	* $ 3480.00
Item No.	19	12" Sewer Pipe	2606 lin. ft.	@ $ 14.00	* $36484.00
Item No.	20	15" Sewer Pipe	1108 lin. ft.	@ $ 19.00	* $21052.00
Item No.	21	18" Sewer Pipe	850 lin. ft.	@ $ 23.00	* $19550.00
			Total Estimated Bid		$96746.00

Upon final approval of a contract with the Oregon State Highway Div. a sub-contract will be prepared and submitted to you for above items.

Sincerely,

Lee E. Luelling
Vice President - Manager

RECEIVED
OCT 31 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9731

S

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-70(3)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Baker

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10019

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

Orig w/att. to 10/7

RECEIVED
STATE HWY ENGR
OCT 7 '83
REFER TO Potter
FOR
Info | Inve. | R/D | D.R | Sign | Act | File

7. DATE AUTHORIZATION EFFECTIVE 10/5/83

8. FEDERAL ROUTE NUMBER Primary 70

9. STATE ROUTE NUMBER Primary 66

10. GENERAL LOCATION:

Main St. - South Bridge St. (Baker) Section

11. GENERAL DESCRIPTION OF WORK

Revised PS&E

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☒ OTHER *(Specify)* Anticipated items as shown in your Revised "PS&E" Estimate dated 9/28/83

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate as being cost-effective.

Mr. Potter's 10/3/83 request and certifying statements are accepted.

Revised PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $860,270. Regular Federal-aid matching ratio, appropriation code 010 in amount of $758,328 and increased Federal share (P.L. 97-424 Section 145) appropriation code 01L in amount of $101,942.

A signed copy of the Revised Title Sheet is returned herewith.

(Increase in TEC $11,736 Federal Funds appn code 010 $10,346 and appn code 01L $1,420)

14. DATE 10/5/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. H[illegible]

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-78) PREVIOUS EDITIONS MAY BE USED

9731

66 N

STATE OF OREGON **INTEROFFICE MEMO**
ROAD DESIGN SECTION DES 16

TO: J. H. Versteeg
Road Design Engineer

DATE: September 14, 1983

FROM: Donald L. Trout Don
Final Project Coordinator

SUBJECT: Main Street-South Bridge Street
La Grande-Baker Highway
Baker County

The lone bid received September 8, 1983, on the above project has been rejected. The lack of a prospective source of material was of concern to contractors who did not bid on the project.

A review of the possible prospective material sources in the area reveals the following:

1. Magpie Peak is a possible material source located some 9 miles northerly of the project. It is on Bureau of Land Management (BLM) property. We do not have a Use Permit from BLM for this site. It could take several months to obtain a permit - maybe four months. The quality of the material should meet our specifications. The additional haul is estimated to be:

   20,000 tons x $0.15 x 9 miles = $27,000.00

2. Pleasant Valley Quarry is a State-owned quarry some 13 miles southerly of the project. We presently have an active Department of Geology and Mineral Industries (DOGMI) permit on this site. The quality of the material should meet our specifications. The additional haul is estimated to be:

   20,000 tons x $0.15 x 13 miles = $39,000.00

3. Commercial Sources

   a. Sackos Excavating, Inc. has a site some 3 miles from the project. The haul is estimated to be:

      20,000 tons x $0.15 x 3 miles = $9,000.00
      Quality of material would meet our spec's.

   b. Baker Redi-Mix, Inc., the lone bidder on the project, has the closest site and the quality of the material would meet our specifications. No additional haul is anticipated.

DLT:kkr

cc: R. D. Hector

81-125-1387

STATE OF OREGON
Highway Construction

INTEROFFICE MEMO
378-6386

TO: THE FILE

DATE: September 13, 1983

Warren Richards

FROM: Warren Richards, P.E.
Chief Cost Engineer

SUBJECT: Main St.-South Bridge St. (Baker)
September 8, 1983 Bid Opening

1 Versteeg ✓
Anderson
Adams
Macnab
Steudenmayer
Turpin
✓ Trout
Wakerlig

RECEIVED
SEP 13 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

My September 9, 1983 Memo to the File notes that I was awaiting a response from the Region 5 Geology office regarding the subject project. Later that day I was advised by that office that a source, Magpie Peak, could be made available. The mile point for source was listed as 298.68 for just under a six mile haul to the project. This information was passed on to Ed Hunter this morning.

Later today I learned that the Region 5 Geology office had discovered that the haul distance from Magpie Peak would actually be around 10 miles and that our permit had expired. They did not know how long it would take to get a permit for the source.

Also talked to R. L. Coats about the reasons for his failure to bid the project. He said he felt we would have had plenty of competition if we would have provided a source such as Magpie Peak. He was concerned about the two commercial material sources north of town being able to produce highway specification material. His concern was not only for the surfacing materials, but also those used in the Portland cement concrete items.

The City of Baker uses concrete from Townsend & Son Redi-mix but it is not known if the material will meet State specifications. The City advises that the concrete is comparable to that furnished by Baker Redi-mix.

The last time a permit was obtained for Magpie Peak, it required four months. Such a delay would not affect the project too much as it was considered to be a spring of 1984 project anyway. It would reduce the amount of lead time for aggregate production and would, of course, create uncertainty as to the bid opening date if the project is readvertized.

Baker Redi-mix, the project's only bidder on the September 8 bid opening, currently is furnishing materials for the $3.1 million dollar S. Baker-Durkee project and was sole bidder for the $0.25 million Davenport Rd.-Powder River job. They are just completing a $0.8 ± million overlay of City of Baker airfield. They also have a $0.4 million street overlay project going on for the City of Baker.

I still feel that the September 8 bid received was excessive, possibly due to the amount of work the contractor already has underway.

WR:mk

xc: Hunter
Versteeg ✓

Cost Analysis 378-6386 FILE: CON 5

E. S. Hunter
Asst. State Highway Engineer

September 8, 1983

Warren Richards
Warren Richards, P.E.
Chief Cost Engineer

Main St.-South Bridge St. (Baker)
September 8, 1983 Bid Opening

1 Versteeg
Anderson
2 Adams
3 Macnab
Stoudenmeyer
Terpin
Trout
Wakerlig

RECEIVED
SEP 08 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up /
Action

Only one bid was submitted for the subject project and it was $72,151 or 9.7 percent above the Engineer's Estimate of $742,707.40.

Mobilization, clearing and grubbing, and concrete curbs were bid $73,023.50 above the estimate for those items. We used a figure of $6.00 per foot for the Type A curb while the contractor submitted a bid of $7.15 per foot. We should have used a figure of $7.00 per foot which would have increased the Engineer's Estimate by $10,890.

The contractor's combined price for mobilization and clearing and grubbing was $60,500 above the Engineer's Estimate. This appears to be effort to obtain early money and higher profit than we had anticipated.

We had expected, due to the size of the project and competition that exists generally in the State, that competition would force a low profit margin. The expected competition did not materialize and the bidder apparently included a profit margin consistent with past work in the area. There is no reason to expect that rebidding the project would result in greater competition.

I therefore recommend that the contract be awarded.

WR:mk

cc: C. T. Keasey
J. H. Versteeg
D. E. Swan

9731

66 N
misc.

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO
TRA 24

TO: J. H. Versteeg
Design Engineer

DATE: August 26, 1983

FROM: L. E. George
Traffic Engineer

SUBJECT: Sign Plans
Main Street - S. Bridge Street (Baker)Section
La Grande - Baker Highway
Baker County

Attached are two prints of the approved sign study plans for the above noted project.

The contract sign plans should be revised to show the revisions to Sign No. 2 and 11.

L. E. George

L. E. George
Traffic Engineer

ELS:klh
Attachment

cc with attachment: R. D. Hector
C. K. Ansell
✓Bill Beard

Sent original copy of this letter to L. E. George on 8-31-83.
kr

cc L E George
Job new bids Sept 8
– adv'd Ad Aug 12
Sign [illegible] put together
without a copy of fully
revised sign plans.
Don A.

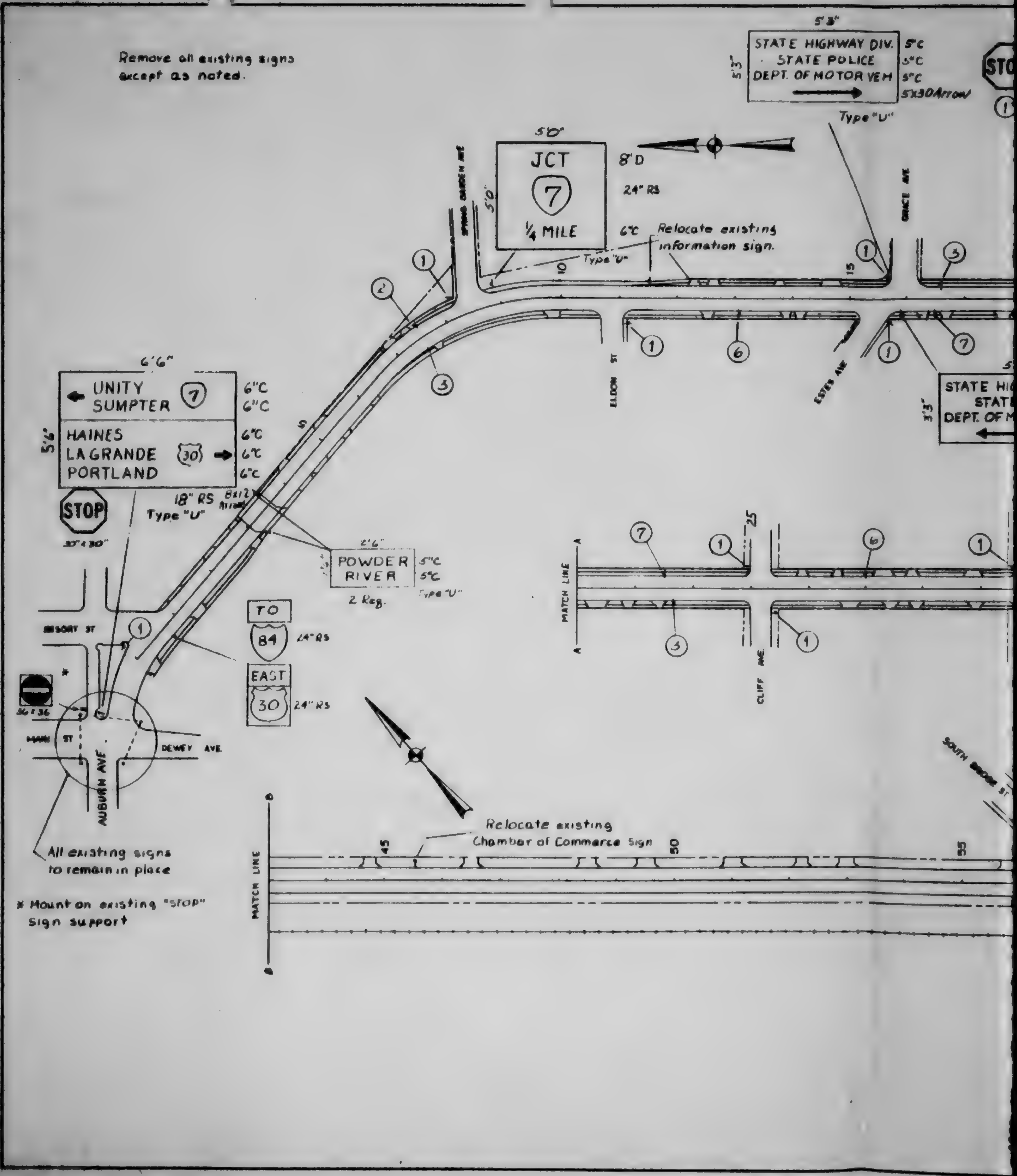
REFERRED TO NEM
.... Watson ....✓ Mann ....
.... Cole .... Stoudenmeyer ....
.... Erikson .... King ....
..2.. Beard B .... Bedford .... Lau ....
Return Discuss Do File Due ....
By FINAL DESIGN ENGINEER

Any Revisions? — yes, sign location moved
[illegible] Too Late, will be done under contract,

RECEIVED
AUG 30 1983
ROAD DESIGN SECTION

.... Versteeg
.... Anderson
✓ Adams
.... Macnab
.... Stoudenmeyer
.... Terpin
.... Trout
.... Wakerlig

Do Not File ☐
Return To ....
Bring Up ..../..../....
Action ....

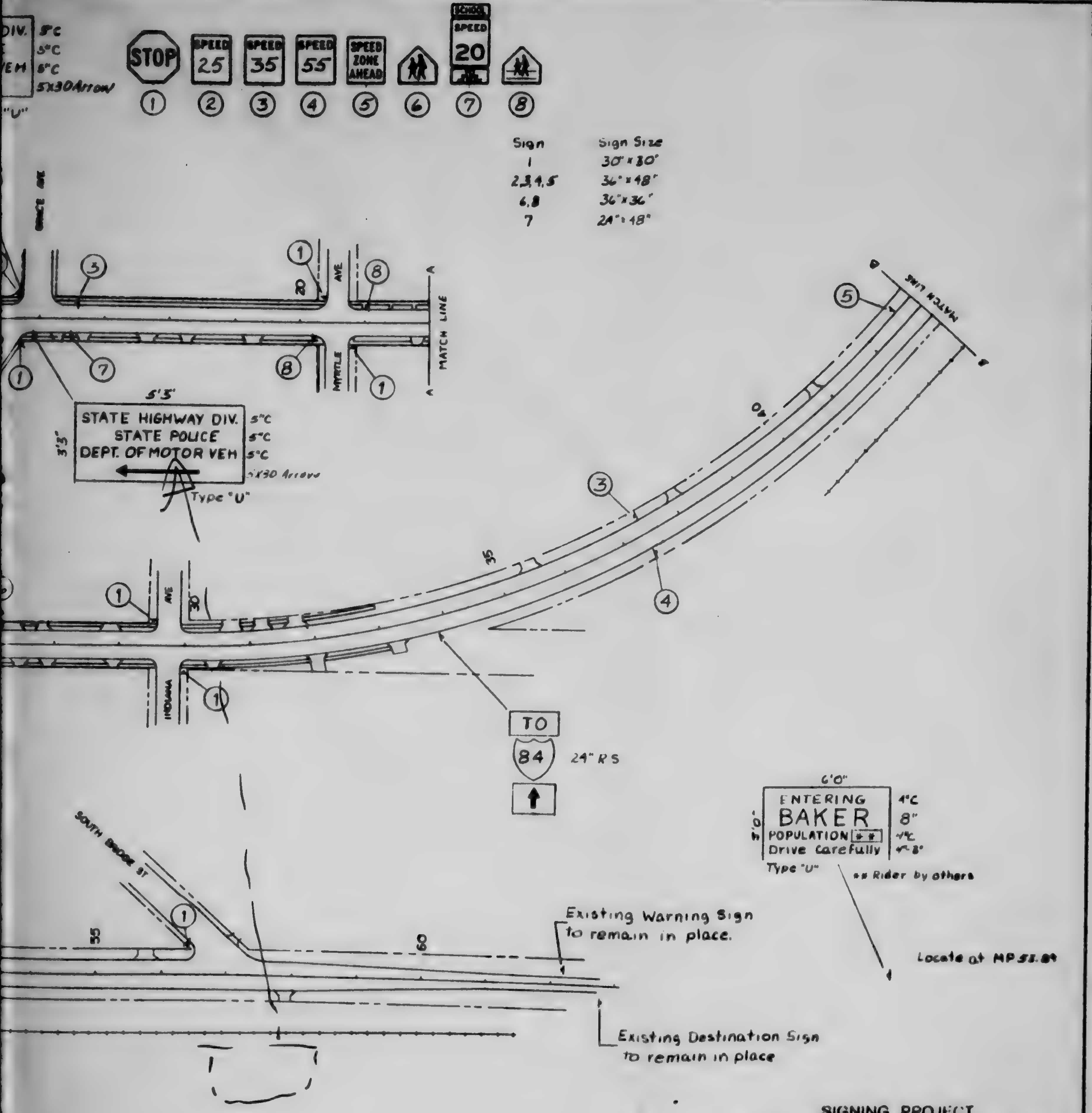


Remove all existing signs except as noted.

All existing signs to remain in place

* Mount on existing "STOP" sign support

5'3"
STATE HIGHWAY DIV. 5"C
STATE POLICE 5"C
DEPT. OF MOTOR VEH 5"C
5x30 Arrow
5'3"
Type "U"
STO
1
5'0"
JCT 8"D
7
24" RS
1/4 MILE 6"C
5'0"
Relocate existing information sign.
Type "U"
SPRING GARDEN AVE
GRACE AVE
10
15
1
2
3
6
7
ELDON ST
ESTES AVE
STATE HI
STATE
DEPT. OF M
3'3"
6'6"
UNITY 6"C
SUMPTER 6"C
7
HAINES 6"C
LA GRANDE 6"C
30
PORTLAND 6"C
5'6"
18" RS
8x12 Arrow
Type "U"
STOP
30"x30"
2'6"
POWDER 5"C
RIVER 5"C
2 Req.
Type "U"
TO
84
24" RS
EAST
30
24" RS
25
MATCH LINE A A
CLIFF AVE
RESORT ST
36x36
MAIN ST
DEWEY AVE
AUBURN AVE
SOUTH BRIDGE ST
Relocate existing Chamber of Commerce Sign
45
50
55
MATCH LINE B B


DIV. 5"C
5"C
VEH 5"C
5X30 Arrow
"U"
STOP
SPEED 25
SPEED 35
SPEED 55
SPEED ZONE AHEAD
SCHOOL SPEED 20
①
②
③
④
⑤
⑥
⑦
⑧
GRACE AVE
③
①
20
AVE
⑧
A
MATCH LINE
A
①
⑦
⑧
MYRTLE
①
5'5"
STATE HIGHWAY DIV. 5"C
STATE POLICE 5"C
DEPT. OF MOTOR VEH 5"C
3'3"
5X30 Arrow
Type "U"
⑤
B
MATCH LINE
B
40
③
35
④
①
AVE
30
INDIANA
①
TO
84
24" R S
6'0"
ENTERING 4"C
BAKER 8"
POPULATION ** 4"C
Drive Carefully 4"-8"
4'0"
Type "U"
** Rider by others
SOUTH BRIDGE ST
①
55
60
Existing Warning Sign to remain in place.
Locate at MP 53.89
Existing Destination Sign to remain in place

Sign	Sign Size
1	30" x 30"
2,3,4,5	36" x 48"
6,8	36" x 36"
7	24" x 48"

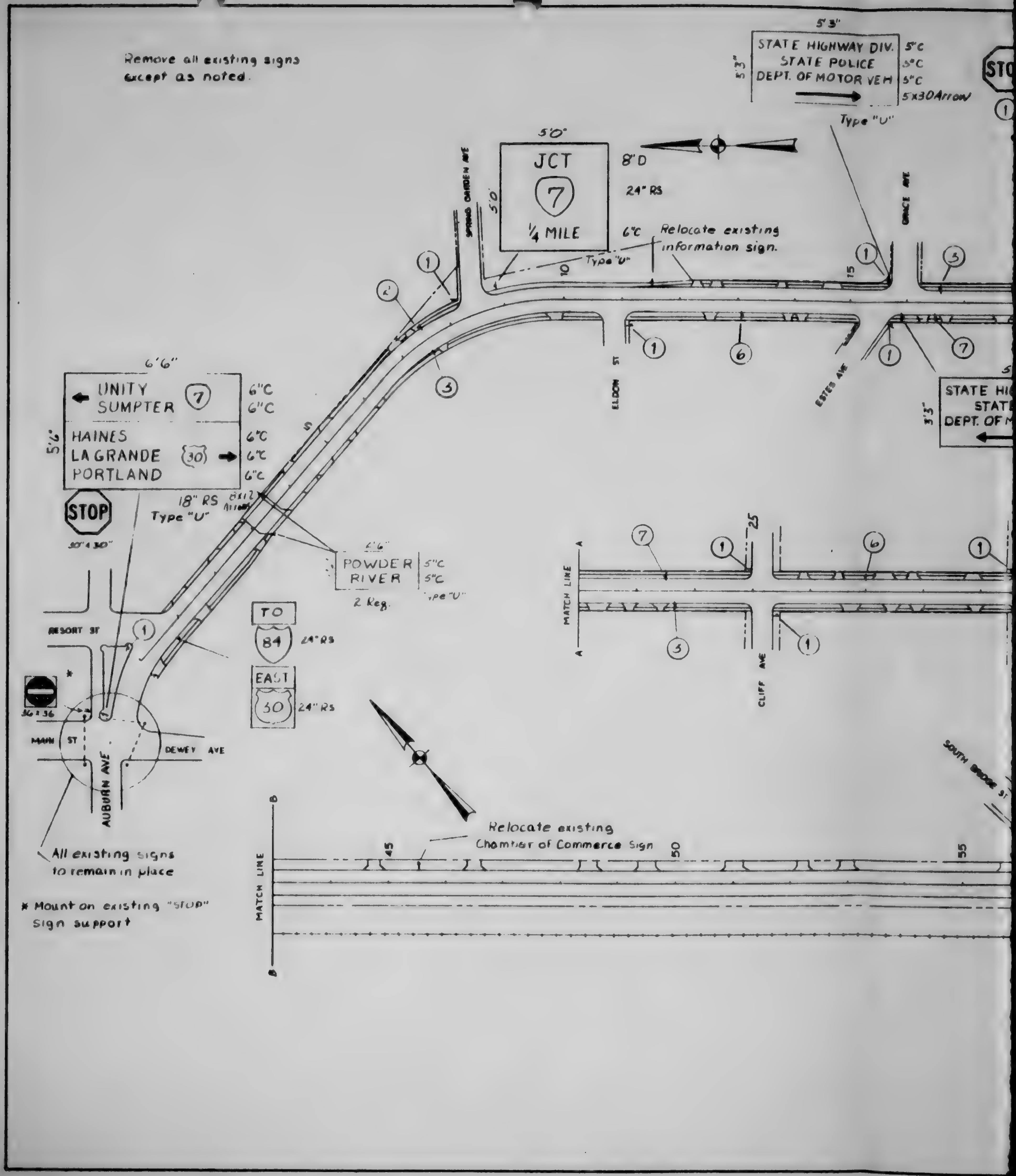
NOTE: Street name signs are the responsibility of the City

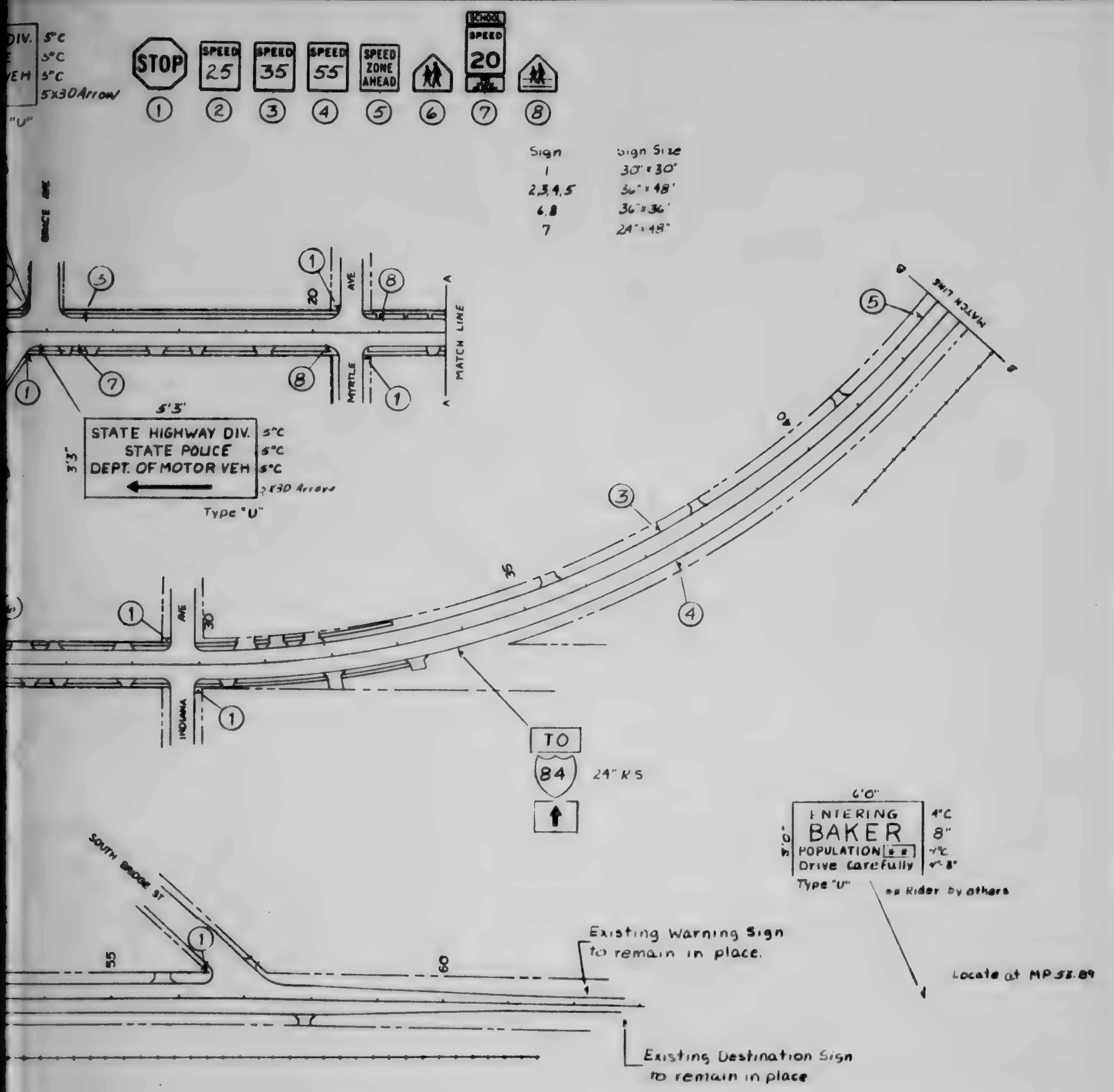
James L. Adamson
5 10 83

SIGNING PROJECT

MAIN ST - S. BRIDGE ST. (BAKER) SEC.
LA GRANDE - BAKER HWY. BAKER CO.

Action	Date	Signature	Title
Submitted	5-1-83		Traffic Control Engr.
Approved	6/9/83		Sign Engineer
"	8/21/83		Traffic Engineer
"			Asst. Hwy. Engr.
Accepted	8/25/83	G R	FHWA


Remove all existing signs except as noted.
5'3"
5'3"
STATE HIGHWAY DIV. 5"C
STATE POLICE 5"C
DEPT. OF MOTOR VEH 5"C
5x30 Arrow
Type "U"
STO
1
5'0"
5'0"
JCT 8"D
7 24" RS
1/4 MILE 6"C
Type "U"
Relocate existing information sign.
SPRING GARDEN AVE
GRACE AVE
10
15
1
2
3
1
6
1
7
1
3
ELDON ST
ESTES AVE
5
STATE HI
STATE
DEPT. OF M
3'3"
6'6"
UNITY 6"C
SUMPTER 6"C
7
HAINES 6"C
LA GRANDE 6"C
PORTLAND 6"C
30
5'6"
STOP
30"x30"
18" RS
8x12 Arrow
Type "U"
5'6"
POWDER 5"C
RIVER 5"C
2 Req.
Type "U"
TO
84 24" RS
EAST
30 24" RS
RESORT ST
1
*
36x36
MAIN ST
AUBURN AVE
DEWEY AVE
All existing signs to remain in place
* Mount on existing "STOP" sign support
A
A
MATCH LINE
7
1
25
6
1
3
1
CLIFF AVE
SOUTH BRIDGE ST
B
B
MATCH LINE
Relocate existing Chamber of Commerce Sign
45
50
55



DIV. 5"C
3"C
VEH 5"C
5x30Arrow
"U"
STOP
SPEED 25
SPEED 35
SPEED 55
SPEED ZONE AHEAD
SCHOOL SPEED 20
①
②
③
④
⑤
⑥
⑦
⑧
AVE
20
MYRTLE
MATCH LINE
A
5'3"
3'3"
STATE HIGHWAY DIV. 5"C
STATE POLICE 5"C
DEPT. OF MOTOR VEH 5"C
5x30 Arrow
Type "U"
30
AVE
INDIANA
35
40
MATCH LINE
B
TO
84
24" RS
6'0"
3'0"
ENTERING 4"C
BAKER 8"
POPULATION ** 4"C
Drive Carefully 4"-3"
Type "U"
** Rider by others
Locate at MP 53.89
SOUTH BRIDGE ST
55
60
Existing Warning Sign to remain in place.
Existing Destination Sign to remain in place

Sign	Sign Size
1	30"x30"
2,3,4,5	36"x48"
6,8	36"x36"
7	24"x48"

NOTE: Street name signs are the responsibility of the City.

James L. Adamson
9 10 83

SIGNING PROJECT

MAIN ST - S. BRIDGE ST. (BAKER) SEC. LA GRANDE - BAKER HWY. BAKER CO.			
Action	Date	Signature	Title
Submitted	5-1-83		Traffic Control Engr.
Approved	6/9/83		Sign Engineer
"	8/21/83		Traffic Engineer
"			Asst. Hwy. Engr.
Accepted	8/25/83	G K H	FHWA

9731

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rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-70(1)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Baker

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

2-22-[illegible]

4. PROGRAM NO.

5. ITEM NO. 10019

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6/17/83

8. FEDERAL ROUTE NUMBER Primary 70

9. STATE ROUTE NUMBER Primary 66

10. GENERAL LOCATION:

Main Street - South Baker Interchange

11. GENERAL DESCRIPTION OF WORK

Program change and utility adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See below

13. REMARKS

As requested by Mr. Cartwright's letter of 6/20/83 and Mr. Potter's letter of 8/10/83 this will confirm the advance approval date of 6/17/83 for a program change adding "actual utility adjustments" to the character of proposed work and authorization to proceed with the actual adjustments for the City of Baker's water and sanitary sewer facilities relocation. Reimbursement on an actual cost basis estimated to be $59,813 Federal Funds $52,725 is approved.

I approve the agreement with the City of Baker.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

RECEIVED
STATE HWY ENGR
AUG 24 '83
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

OMG
8/2

14. DATE 8/22/83

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

rll 7721

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROV L AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. See below

2. STATE PROJECT NO. See below

2A. COUNTY NAME See below

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. various 8-19-83

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/19/83

8. FEDERAL ROUTE NUMBER Various

9. STATE ROUTE NUMBER Various

10. GENERAL LOCATION:

See Projects below

11. GENERAL DESCRIPTION OF WORK

Force Account and Extra Work - "Anticipated Items" as shown in "PS&E" Estimate

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letters dated 8/19/83 for the following projects you are authorized to proceed with those items shown in your "PS&E" Estimate for each project "Anticipated Items" by State Forces and Extra Work as being cost effective.

The above authorization will not require any additional obligation of funds.

HES-27-1(10)
F-70(3) Main St. - S. Bridge St.
HES-A333(1)
F-1(30)
IX-9822(8)
F-13(11)
F-86(5)
F-29(10)
IX-26(32)

F-2-3(11)
BRF-2-5(11)
IX-0000(53)
HES-27-2(13)
FG-21-2(15)
F-35(12)
HES-24(35)
BHF-2-1(19)
F-12(4)

RECEIVED
STATE HWY ENGR
AUG 30 '83
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig. to 8/31

14. DATE 8/19/83

15. SIGNATURE OF APPROVING OFFICIAL A. K Hessner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

rll 9751

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-70(3)

5

2. STATE PROJECT NO. See below

2A. COUNTY NAME Baker

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

8-17-83

4. PROGRAM NO.

5. ITEM NO. 10019

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/17/83

8. FEDERAL ROUTE NUMBER Primary 70

9. STATE ROUTE NUMBER Primary 66

10. GENERAL LOCATION:
Main Street - South Bridge Street (Baker) Section

11. GENERAL DESCRIPTION OF WORK
Grade, pave and sign

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Mr. Potter's 8/15/83 request and certifying statements are accepted.

PS&E documents for the subject project have been reivewed and are approved at a total estimated cost of $848,534. Regular Federal-aid matching ratio, appropriation code 010 in amount of $747,982 and increased Federal share (P.L. 97-424 Section 145) appropriation code 01L in amount of $100,522.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
AUG 24 '83
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to
8/24

14. DATE 8/17/83

15. SIGNATURE OF APPROVING OFFICIAL G K H

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9731

5

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES

AUG 11 '83

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

August 10, 1983

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter
Manager, Program Section

SUBJECT: Water and Sanitary Sewer Facilities Relocation
City of Baker
Main Street-South Bridge Street Section
La Grande-Baker Highway
Baker County
Project No. F-70(1)

Here is a copy of an estimate of cost to adjust the City of Baker's facilities dated July 5, 1983. The proposed relocated water facilities are shown on the project plans.

A certification prepared by Harlin Gerlach as to the City's rights in the land occupied by their facilities is in our files.

A copy of the relocation letter to the City dated July 11, 1983 was previously supplied to your office.

An appropriate permit for the utility's proposed relocation will not be issued as the City's facilities occupy City street right of way.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a segment of facilities less than one mile in length.

There is a betterment derived from the proposed adjustment of the City's facilities and has been provided for in the attached estimate. The City is increasing the pipe size from the existing 4-inch water main to a 12-inch water main. City policies prescribe that water main replacements shall be made with 6-inch pipe as a minimum. The State is, therefore, obligated for the cost of a 6-inch replacement water main. The City is responsible for the cost of increasing the pipe size from 6-inch to 12-inch. The increased cost is in materials. The 6-inch water main material cost is $26,461.74. The 12-inch water main material cost is $49,570.19. The State is, therefore, obligated to reimburse the City for $26,461.74/49,570.19 or 53.38 percent of the 12-inch water main material costs and 100 percent of all other costs. Copies of the City's pipe size policies are attached.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of June 17, 1983 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $59,813.

JMC/GAP/llr
Enclosure
cc: E. S. Hunter
D. E. Swan
Jack M. Cartwright
Harlin Gerlach

9731

5

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

Date: August 10, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 10019
Project No. F-70(3)
Main St.-S. Bridge St. (Baker) Sec.
Baker County

Attached data consists of PR-1 forms with project maps.

It is the Oregon State Highway Division's present intention to receive bids for this project on September 8, 1983 and request Federal-Aid participation of 100 percent for reimbursement claims paid on or before September 30, 1984 in accordance with Public Law 97-424, Section 145.

DRH:bkb
Attachments
cc: R.D. Hector (Region 5)
General Files

Form 734-3122

9751

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION Main St.-S. Bridge St. (Baker) Sec.

REGION 5

SURVEY AUTHORITY

AUTHORIZATION NO. 2

PREFIX 1-1964

DATE 7-27-83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 50,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 1,000
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		-
903 LOCAL GOVERNMENT			918 LOCATION		700	935 SOILS		500
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		100
905 FINAL DESIGN		10,000	920 PROGRAM MANAGEMENT		300	937 HYDRAULICS		1,500
906 BRIDGE DESIGN		4,000	921 SPECIFICATIONS		3,000	938 REGION ENVIRONMENT		200
907 PRELIMINARY DESIGN			922 ADMIN SERVICES		200	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		500
910 REGION GEOLOGIST		2,500	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		200	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION		3,000	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		1,000	927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON		1,000	932 RAILROAD & UTILITIES		300			

TOTALS	$	$ 80,200
PREVIOUS AUTHORIZATION		$ 23,200
ADD. AUTH. REQUIRED		$ 57,000

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER F-70(1)

LOCATION ENGINEER'S REMARKS

Vetsteeg ✓	RECEIVED	
Anderson		
Adams		
Macnab	AUG 08 1983	Do Not File
Stoudenmeyer		Return to
Terpin		Bring Up
Trout	ROAD DESIGN SECTION	Action
Wekerlig		

Bring Up

PREPARED BY Original signed by J Joseph A. Schlieski	DATE 2-5-83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 8-1-83
RECOMMENDED, REGION ENGINEER Original signed by X W.G. Anhorn	DATE 2-5-83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 7-29-83
RECOMMENDED, LOCATION ENGINEER X	DATE 7/28/83	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 10-7-80 6-17-83	

734-1914 (7-82)

July 15, 1983

City of Baker
City Hall
Baker, OR 97814

AGR 4

Attention: Roland C. Campbell
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 765

Gentlemen:

Attached for your records is a fully executed copy of a supplemental agreement modifying the method of payment for the City's share of costs in the Powder River-Bridge Street Section Project on the La Grande-Baker Highway.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN:bk

Att.

bc: Don Harwell (agree. att.)

7131

7-11-83

3

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-70(1)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Baker

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 10019

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7-11-83

8. FEDERAL ROUTE NUMBER Primary 70

9. STATE ROUTE NUMBER Primary 66

10. GENERAL LOCATION:

MAIN STREET - SOUTH BAKER INTERCHANGE SECTION

11. GENERAL DESCRIPTION OF WORK

PROGRAM CHANGE

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See below

13. REMARKS

As requested by Mr. Potter's July 5, 1983 letter, I approve the program change as follows:

1) Project Location : Change to read -- "US 30, Main St. (Baker), S.E. 1.8 mi.".
2) Miles : Change to read -- "1.84 mi.".
3) Name : Change to read -- "Main Street - S. Baker Interchange Sec."

RECEIVED
STATE HWY ENGR
JUL 15 '83
REFER TO Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Orig w/ att. to
7/15

14. DATE 7-11-83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hoesner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9731

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

Date: July 5, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. 10019
Project No. F-70(1)
Powder River Br.-S. Baker Interchange Sec.
Baker County

I request your approval of a program change on the subject project to extend the northwest limits of the project in a northwesterly direction 0.08 mile which will require modification in the program data as follows:

1) Project Location : Change to read -- "US 30, Main St. (Baker), S.E. 1.8 mi.".
2) Miles : Change to read -- "1.84 mi.".
3) Name : Change to read -- "Main Street - S. Baker Interchange Sec."

The westerly extension of this project was included in the project classification concurred in by FHWA on April 15, 1983.

CL:bks
cc: General Files

9131

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 20, 1983

In Reply Refer to
File No.:

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
JUN 28 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ATTENTION: David B. Carter
Area Engineer

Jack M Cartwright

FROM: Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Federal Participation Eligibility Date
Water Facilities Relocation
Jct. Whitney Hwy. (Main St.)-S. Bridge
St. Section
La Grande-Baker Highway
Baker County
Project No. F-70(1)

Confirmation of your verbal authorization for a minor program change, adding actual utility adjustment to the character of the work and for the City of Baker to proceed with the relocation of their water facilities in conflict with this project as of June 17, 1983, is requested. An estimate of cost is being prepared by the City of Baker. Preliminary estimate of cost is $50,000. The estimate, upon receipt, will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of
June 17, 1983 is approved

David B Carter

David B. Carter, Area Engineer

JMC:jh
cc: E. S. Hunter
W. E. Schwartz
D. E. Swan
R. D. Hector
J. A. Schlieski
Harlin Gerlach
Pete Gonzalez
Jim Adamson (City of Baker)

RECEIVED
JUN [illegible] 1983
RR & UTILITY UNIT

Form 734-3172

973/11

S

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-70(1)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Baker

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 10019

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6/17/83
8. FEDERAL ROUTE NUMBER Primary 70
9. STATE ROUTE NUMBER Primary 66

10. GENERAL LOCATION:
Powder River Bridge - South Baker Interchange Section

11. GENERAL DESCRIPTION OF WORK
Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change
See below

13. REMARKS

As requested in Mr. Potter's letter of 6/15/83 I approve the revised Preliminary Engineering Costs to a TEC of $80,200 Federal Funds $70,695.

(Increase TEC $57,000 Federal Funds $50,245)

As part of the justification for additional PE funds Mr. Terpin's memorandum of 6/9/83 indicates that the project limits have been extended "Westerly to Whitney Highway Junction". If this is the actual case review of the EIS document and program change to include the extension should be submitted.

RECEIVED
STATE HWY ENGR
JUN 24 '83
REFER TO Potter
FOR

Orig to [illegible]

14. DATE 6/17/83
15. SIGNATURE OF APPROVING OFFICIAL
16. TITLE for Division Administrator

FORM [illegible]
(Rev. 12-73) PREVIOUS EDITIONS MAY BE USED

9731

5

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

REGION 5 OFFICE

In Reply Refer to
File No.:

P. O. Box 850 La Grande, Oregon 97850 Telephone 963-3177

June 14, 1983

Mr. Rodger Bennett
City Manager
P. O. Box 650
Baker, Oregon 97814

Dear Mr. Bennett:

This confirms my June 13, 1983 phone conversation with Jim Adamson concerning the Main Street-S. Bridge Road construction program. The Highway Division is now in a position to advance this project to construction and will do so when City utility adjustments are made. Jim indicated that he could have that work done this summer and that the Highway Division could then call for bids about September 1 of this year. The purpose of this letter is to advise you to proceed with necessary adjustments.

Region Utility Specialist, Red Gerlach, has been in contact with Jim to determine which adjustments are eligible for reimbursement. A Right of Way manager will be in contact to work out whatever details are necessary to transfer property from the County.

These actions should clear the project for early construction. Please keep me advised of any detail that may foul this plan.

Sincerely,

R. D. Hector
Region Engineer

NOTED
W. E. SCHWARTZ

RDH/yt
cc: W. E. Schwartz
D. R. Adams
J. A. Schlieski
Red Gerlach
W. H. Barnett
Jim Adamson

RECEIVED
STATE HWY ENGR
JUN 17 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

734-1839

1731

ROAD DESIGN SECTION DES 16

R. D. Hector
Region V Engineer

June 7, 1983

Donald R. Adams
Final Design Engineer

Main Street-S. Bridge Road
City of Baker
LaGrande-Baker Highway

1 Versteeg ✓
Anderson
✓ Adams
[illegible] Hm
Steudemeyer
[illegible]
Trout
Wakerlig

RECEIVED
JUN 07 19..
ROAD DESIGN
SECTION

Do Not File
Return To
Bring Up

Bill Anhorn inquired about the current schedule for the subject project. The current schedule calls for letting Fiscal Third Quarter of '84. However, funding is available and we intend to advance the project more quickly.

We intend to be ready to PS&E this project in August of '83 and let the contract as early as possible thereafter. There are two potential delaying factors, right-of-way and utilities.

There is one small section of right-of-way required by the plan as submitted to us from the field between Spring Garden and Grace Streets. A varying width of right-of-way needs to be purchased in order to construct a 250-foot sidewalk. If this right-of-way acquisition can be accelerated, an early letting could be made. Possibly an exception could be requested from FHWA to proceed with the project, holding the contractor off this sidewalk construction until right-of-way is acquired. This latter option is not too promising. Perhaps you could help accelerate right-of-way acquisition.

Bill Anhorn advised that the City of Baker has requested a six-month advance notice prior to award of the contract so they could move their utilities. I suggest that the City be given that notice so they can proceed as soon as possible. If the City could reduce their time to move utilities and right-of-way can clear, we possibly could let the job earlier than now scheduled.

Please keep us advised.

DRA:ja

cc Bill Cole

9731

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

April 20, 1983

Timothy M. Collins
City Attorney
P. O. Box 650
Baker, OR 97814

PROGRAM SECTION
MANAGER GP PROJECT UNIT S AGR ✓
APR 26 1983
MAN. ASSIST. PROGRAM UNIT
REFER TO
FOR

Agreement
Powder River Bridge-S. Bridge Rd
La Grande-Baker Highway

Buz -
do we need now to modify the agreement?
GP

The Highway Division is willing to modify our agreement with the City of Baker to the extent of not requiring that an advance deposit be made. We cannot, however, modify the agreement to allow the City to be the final authority on when the project is completed.

The contract to do the work will be between the State and its contractor. We must be the judge of when all the work of the contract has been completed in accordance with the terms and conditions of that contract.

We would be happy to allow the City of Baker to participate in the final inspection for acceptance and would consider that input in arriving at a decision. Upon final acceptance of the project by the state, the City would be billed for their full share of the project cost.

If this is agreeable to the City, please advise. We will modify the agreement and submit it to the City for the necessary approvals.

H. S. Coulter
State Highway Engineer

HSC:st

cc Anthony Yturri

bc Robert N. Bothman
R. D. Hector

RECEIVED
ASST STATE HWY ENGR
APR 22 '83
REFER TO
FOR
Info [illegible] [illegible] [illegible] [illegible] Act File

CC Potter
4-26-83

9731

STATE OF OREGON **INTEROFFICE MEMO**

HIGHWAY DIVISION

TO: Robert N. Bothman
Assistant State Highway Engineer

DATE: April 12, 1983

FROM: Gary A. Potter, Manager GAP
Program Section

SUBJECT: Powder River Bridge-S. Bridge Road
LaGrande-Baker Highway

The City of Baker has requested that we modify the City-State agreement concerning the cooperative funding of the subject project. Their letter asks that they be allowed to delay depositing their share of the project costs until (1) the project is completed and (2) accepted by the City.

They based their request on a local improvement district ordinance which requires the work be accepted before assessments can be levied.

Our current policy allows the City a deposit in three ways:

1. They may send cash.

2. They may provide us with an irrevocable letter of credit, which we draw on as expenses are incurred.

3. They may deposit the advance in the local investment pool with the State Treasurer, which we also draw on as expenses are incurred.

Jack Sollis advises that it is not illegal to allow the City to wait until the project is completed to pay their share. This, in effect, is financing the City's share of the project for the length of the project and for 45 days after, which is an increased cost of doing business for the Highway Division.

Secondly, the item in the City's letter places a second contingency on payment of the funds. That is acceptance of the work by the City. I would submit that this condition is unacceptable to the Highway Division. This would allow a local government to withhold its payment to us for any number of reasons, valid or not.

Because of the two factors, increased cost and acceptance by local government before payment, I cannot recommend our current policies be modified.

Attached is a suggested draft for Mr. Coulter's consideration to that effect.

DES:pf

RECEIVED
ASST STATE HWY ENGR

APR 12 '83

REFER TO

FOR

Info	[illegible]	R/D	D/R	Sign	Act	File

STATE OF OREGON

INTEROFFICE MEMO

TO: Buzz Swan
Program Control Engineer

DATE: April 11, 1983

FROM: Jack L. Sollis
Assistant Attorney General

SUBJECT: State of Oregon, City of Baker Agreement on State Primary Highway #66 Reconstruction

I have read the letter from the City of Baker dated March 31, 1983 and have the following to offer.

It would not be illegal for the State to allow the City to wait until after the project is completed before paying their share. However, this is, in effect financing the City's share of it during the period of the project and for 45 days thereafter, and therefore, constitutes an increase cost to the Highway Division by so doing. I am not aware of the size of the City's share of the contract but assuming that it is $100,000, the Highway Division will lose the interest on that amount during the time that the payment is delayed. If the contract is to run for a year, then the Highway Division will lose interest on $100,000 for one year and 45 days before they receive payment from the City.

I don't know what the ramifications are of the City saying that they have to accept the work, but I would be very careful of that condition also as it could cause some problems in the event somebody in the city gets a wild hair and decides they don't like how the State has done the work, and will not accept it and therefore, delay payment.

To reiterate, it is not illegal to do what the City has requested, it is a policy decision the Highway Division will have to make. It would be illegal if we were funding a private party in the instant situation, as the Division is not in the business of loaning money to private parties in signal jobs and such other as that.

JLS:ss

Contains Recycled Materials

"Center of Oregon's Adventureland"
CITY OF BAKER OREGON
P. O. Box 650
BAKER, OREGON 97814

Office: City Hall
Ph. 523-4437

RECEIVED
STATE HWY ENGR
APR 4 '83
REFER TO Bothman
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		X				

March 31, 1983

(Due 4-11)

Mr. H. Scott Coulter
State Highway Engineer
Dept. of Transportation
140 Transportation Bldg.
Salem, OR 97310

RE: Baker - State of Oregon Agreement on
State Primary Highway #66 Reconstruction

Dear Mr. Coulter:

As you are aware, the City of Baker has entered into an agreement with the State of Oregon to share the funding of the partial reconstruction of state primary Highway #66 within the City limits of Baker. According to the terms of the agreement, the City will deposite its estimated share of the project cost within twenty (20) days after the opening of bids for construction. We have recently discovered that, due to the necessity of raising the City share through the formation of a local improvement district, and the resulting Bancroft Bond sale, it will not be practical to deposite our share until approximately 45 days ① after completion of the work ② then accepted by the City. I recognize that cities don't usually formally accept the State's work in reconstructing the highway, however our local improvement district ordinance requires the work to be accepted before the assessments can be levied.

We would ask, then, that the agreement be modified to allow the City to delay depositing its share of the project cost until 45 days after completion and acceptance. Please let us know if this modification is acceptable to the state. Jim Adamson, our Director of Public Works, or myself will be happy to answer any questions you may have.

Sincerely yours,

Tim Collins

Timothy M. Collins
City Attorney

TMC:jal

cc: Anthony Yturri
Pat Schwartz
Bob Hector

due 4-11

RECEIVED
ASST STATE HWY ENGR
APR 5 '83
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		X				

9731

5

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ENV 3

April 8, 1983

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street N.E.
Salem, OR 97301

RE: Project Classification
Main Street - South Bridge Street
LaGrande - Baker Highway
Baker County
F-70(1)

Dear Mr. Wilken:

Attached is a project environmental classification for the subject project. It is our opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the 1978 Council on Environmental Quality guidelines. Your concurrence is requested.

Very truly yours,

Campbell M. Gilmour

Campbell M. Gilmour
Project Coordinator
Environmental Section

CMG:lb

Attachments (4)

for
Division Administrator
9/15/83
Date

ENVIRONMENTAL SECTION
April 18, 1983

cc: J. B. Boyd (3)
J. H. Versteeg (4)
L. E. George (2)
Keats Oliver
G. A. Potter
W. J. Hart
C. T. Keasey
F. E. Terpin
Local Programs Unit
Phil Lewellyn
Surfacing Design
General Files
Bob Hector
John Preston
Vernal Moore
Harry Oswald

Form 734-3122

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

REGION
5

SECTION
MAIN STREET - SOUTH BRIDGE STREET

ESTIMATED RIGHT-OF-WAY IMPACTS

No right-of-way involved. Existing corridor.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

Project will have no adverse effect on land use. Project is consistent with Transportation element of the Comprehensive Plan.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

No adverse effect on traffic volumes, flow patterns, or safety. Traffice movements and safety will be enhanced because of the present deterioration of the existing highway.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

No adverse effect anticipated.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

No identifiable areas of concern or controversial issues. The proposed project is the number one priority by local government.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

Project would widen roadway more than a single lane width, but widening is for the purpose of providing standard width travel lanes and parking strips. Neither of these changes will appreciably alter the facility's capacity, but traffic safety will be enhanced.

OTHER DOCUMENTATION

PREPARED BY X John P. Preston	TELEPHONE NUMBER 963-3177	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE

734-1913 (7-82)

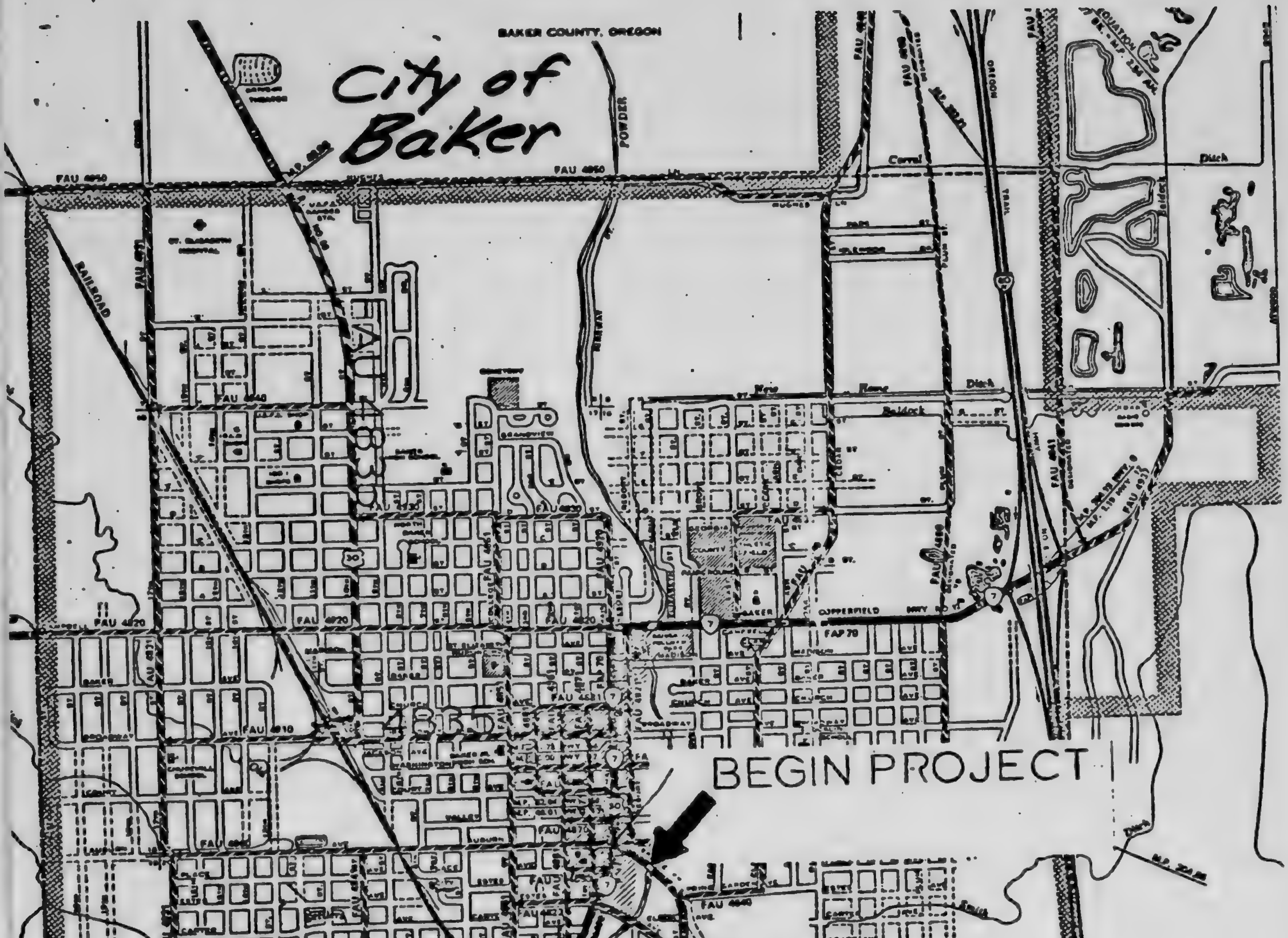

BAKER COUNTY, OREGON
City of Baker
FAU 4650
FAU 4640
FAU 4620
FAU 4610
FAU 4631
POWDER
RAILROAD
Corral
Ditch
COPPERFIELD HWY
FAP 70
BEGIN PROJECT
END PROJECT
FAP 92
FAU 4670
RIVER

EXHIBIT "A"

[illegible]

S

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
PUB

TO: H. S. Coulter
State Highway Engineer

DATE: March 29, 1983

FROM: W. E. Schwartz
Assistant State Highway Engineer

NOTED
H. S. COULTER

SUBJECT: Max Simpson Inquiry

The Powder River Bridge-S. Bridge Street Section of old US30 in Baker is scheduled in the Six-Year Highway Improvement Program for FY 1985 as a cooperative project between the state and the city of Baker.

We have entered into an agreement with the city in which they would attempt to form an LID and assess the benefited property at the rate of $14.00/lineal foot as the city portion of the matching share of a federal aid project. The state would pick up the balance of the matching share.

The $14.00/lineal foot assessment is the standard rate in the city of Baker for assessing benefited property for a street improvement. They currently have a ten-year serial levy for street improvements in Baker and have been using this arrangement on other street improvements.

The city is just now in the process of forming the LID and have had no public meetings to discuss the project with the citizens. Council has taken no action. Public Works Director Jim Adamson anticipates no problem for the city in forming the LID and assessing the property.

Adamson did advise that one property owner, Pete Manning, is opposed to the project and claims that the state does not own a 70 foot right-of-way. His house is built right against the east right-of-way line with the eves overhanging.

WES:st

Jane cy to Max Simpson
HSC
3-31-83

81-125-1387

Contains Recycled Materials

9731

5

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.

REGION 5 OFFICE

R. D. Hector
Region Engineer

P. O. Box 850 La Grande, Oregon 97850 Telephone 963-31

RECEIVED
STATE HWY ENGR
MAR 30 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
W. E. SCHWARTZ

March 28, 1983

Mr. James L. Adamson
Director of Public Works
P. O. Box 650
Baker, Oregon 97814

Dear Jim:

Re: Agreement No. 7658, Powder River-S. Bridge St. Sec., La Grande-Baker Highway, State Primary Highway 66

As you know, we have been engaged in the location phase (field survey) of the Powder River-South Bridge Street Section of the La Grande-Baker Highway, State Primary Highway, for several weeks. During this survey, it has become apparent we should address the configuration of the intersection at Main Street, Bridge Street, Auburn Avenue and Dewey Avenue in order to ease the congestion at this point.

Presently we are proposing to redefine the intersection so Main Street-Dewey Avenue will be a through traffic movement, in a north-south movement, with Auburn Avenue and Bridge Street being controlled with stop signs. It is felt this revision to the intersection will greatly improve traffic flow and eliminate much confusion as it appears the greater volume of traffic is on Main Street-Dewey Avenue.

If you agree to the concept of extending the project limits westerly to Main Street, please submit a resolution to amend Agreement No. 7658, dated May 20, 1982 to the City Council for their official action.

Approval of the amendment will allow the Highway Division to extend the project limits to main Street and incorporate any needed improvements into the overall project.

Do not hesitate to contact me or Joseph A. Schlieski, Project Manager, if you should have any questions.

Sincerely,

Roger C. Lang

Roger C. Lang
Region Federal Aid Specialist

RCL/vt
cc: W. E. Schwartz D. E. Swan J. A. Schlieski

Form 734-3123

7231

S

May 24, 1982

City of Baker
City Hall
Baker, OR 97814

AGR 4-1

Attention: Roland C. Campbell
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 7658

Gentlemen or Ladies:

Attached for your files is a fully executed copy of a preliminary engineering and construction-finance agreement to construct the Powder River Bridge-S. Bridge Street Section of the LaGrande-Baker Highway.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
Attachment

bc: Don Harwell

9731

STATE OF OREGON | **INTEROFFICE MEMO**

HIGHWAY DIVISION

AGR

TO: E.S. Hunter, P.E.
Assistant State Highway Engineer

DATE: 4-1-82 ~~March 22, 1982~~

FROM: D.E. Swan, P.E. D E Swan
Program Control Engineer

☒ RE ☐ RCE ☒ RME ☐ ROE
☒ RFA ☐

MAR 25 1982
RECEIVED
REGION 5 OFFICE

SUBJECT: Construction-Finance Agreement Draft
Powder River Bridge-S. Bridge Street Section
LaGrande-Baker Highway, No. 66
City of Baker

Attached per request from Region 5 is an agreement draft covering preliminary engineering, right-of-way, utilities, construction and future maintenance for the Powder River Bridge-S. Bridge Street Section in the City of Baker. Region 5 anticipates utilizing Federal-Aid Primary funds with the local match being shared 50-50 by State and City. The City has limited their commitment to $106,000.

Please review the provisions of the proposed agreement and, if acceptable to you, forward it to the Design Section for their review, comment and return to this office for preparation in final form and further negotiations.

MCH:bkc
cc: w/3 copies of draft
Roger Lang, Region 5 - For your review and comment, please.

3/25/82
Draft Agreement is in conformance with what was agreed upon by the Region and City - Some minor changes for clarification
Roger

4-1-82
Jim Adamson, D.P.W., Baker says the agreement appears to be O.K.
Roger

ORS 373.020 (2)

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ [✓ PRE ☐]
APR 5 1982
REFERRED TO
FOR
FILE: PM FA LG.

9731

STATE OF OREGON **INTEROFFICE MEMO**

TO: D. E. Swan
Operations Programming Engineer

DATE: February 25, 1982

SUBJECT: Cooperative Construction-Finance Agreement
Powder River Bridge (Baker) S. Bridge Street Section
Highway 66 - La Grande - Baker
Baker County
1-1964

Under the terms of instructions shown on page 47, project #528, of the adopted Six Year Highway Improvement Program, Region 5 has contacted the City of Baker for the purpose of developing guidelines for a cooperative agreement for the Powder River Bridge-S. Bridge Street Section of the La Grande-Baker Highway.

On February 23, 1982 the City Council met in regular session and approved the proposals set forth by City Staff and Region 5 as shown on the attached proposal, contingent upon passing a L.I.D. for their share of the project.

Please develop a formal cooperative agreement along the proposed guidelines for presentation to the City.

Roger C. Lang
Roger C. Lang
Region Federal Aid Specialist

RCL/vt
Enc:
cc: H. S. Coulter
D. H. Moehring
J. A. Schlieski
Jack Cartwright
Harlin Gerlach

agreement draft to typist 3-15-82.
MCH

Proposals for Cooperative Agreement

City of Baker/State Highway Division

STATE OBLIGATIONS

1. State shall conduct the necessary field surveys, hydraulic studies and foundation investigations, acquire the necessary right-of-way and easements, identify and obtain the required permits, perform all preliminary engineering and design work required to produce plans, specifications and estimates, advertise for construction bid proposals, award all contracts and furnish all construction engineering, material testing, technical inspection and project manager services for administration of the contract and, upon completion of construction, thereafter perform all necessary roadway maintenance operations within State highway jurisdiction.

2. State shall, as a participating expense, perform all preliminary engineering, prepare contract documents, advertise for bids, award all contracts, and following contract award, shall perform all construction engineering inspection, material testing and contract administration services during construction of the project.

3. State shall locate and construct, or reconstruct, portions of certain city streets and connections thereto and, upon completion of construction, shall dispose of all State's right, title and interest, for public purposes only, in those portions of property lying outside the normal state highway right-of-way boundary, with all jurisdiction, maintenance and control therein or thereupon passing to City to be performed at its sole expense.

4. State shall, without cost to City, relocate or cause to be relocated all existing privately-owned utility conduits, lines, poles, mains, pipes, and other such facilities that are located on private property where such relocation is necessary to conform said utilities or facilities to the plans for the project.

5. State shall, upon receipt from City of an itemized statement in triplicate of such expenses, reimburse City for the reasonable expenses incurred by City in relocating or extending any City-owned utility conduits, lines, poles, mains, pipes and other such facilities located within a public right-of-way, upon City-owned property, or on private property under City easement, where such relocation or extension is necessary to conform said facilities to the plans for the project; except that in the event such facilities are located within or upon the right-of-way of a state highway under a permit issued by the Oregon Transportation Commission under condition that the permittee will bear the cost of any relocation, the expense of relocating or extending such facilities shall be borne by the City.

State shall advise City preferably 12 months in advance of project letting of conflicting City utilities (not less than 6 months) so that proper budget procedures may be observed for funding City-owned utility facilities described in paragraph 3 and 4 under CITY OBLIGATIONS.

CITY OBLIGATIONS

1. City shall, upon execution of this agreement, assign a liaison project manager to assure that construction of the city street portion of the project is in conformance with City requirements and standards. The liaison project manager shall act as coordinator between State and the various interested City Departments during construction of the project.

2. City shall, upon completion of construction, assume at its sole expense and for public purposes only, all jurisdiction, maintenance and control of those portions of property referred to in paragraph 3 under STATE OBLIGATIONS, with all State's right, title and interest passing to City. Said portions of property lie outside the state highway right-of-way boundaries.

3. City shall, within 20 days following the opening of bids, deposit with the State a sum of money equal to 6% of the estimated total cost for construction of the project, not to exceed $106,000. City reserves right to request State to reject all bids of the total estimated cost exceeds the engineer's estimate, at time of bid, by 10% of more. No contract shall be awarded until said advance deposit has been received by State.

Upon completion of the project and receipt from State of an itemized statement, City shall pay any amount which, when added to the City's advance deposit, will equal 6% of the actual total cost of the project, including construction engineering services, contractor payments and all contingency items, not to exceed $106,000. Any portion of paid advance deposit which is in excess of the City agreed share shall be refunded to City.

4. City shall, at its own initial cost and upon request by State, relocate or extend those City-owned utility factilities described in Paragraph 5 under STATE OBLIGATIONS subject to reimbursement as therein provided. City shall comply with the Regulations of the Department of Transportation relative to nondiscrimination in Federally-assisted projgrams of the Department of Transportation, ✓ Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time (hereinafter referred to as Regulations), which are herein incorporated by reference and made a part of this agreement. Civil Rights Assurances must be included in all utility relocation contracts where Federal funds are involved and the City does not perform the relocation work with its own forces. This would usually occur when the City enters into a contract or agreement with a contractor to perform all or a portion of the work.

5. City shall allow State the right to utilize existing City drainage ✓ systems, not to exceed design capacity, in establishing highway drainage.

6. City shall, at its sole expense, remove and dispose of any trees that ✓ are in conflict with the project.

3 7. City shall, upon request by State and without cost to State, relocate or cause to be relocated, all City-owned utility conduits, lines, poles, mains, pipes and other such facilities not located within a public right-of-way, ✓ upon City-owned property, or on private property under City easement, where such relocation is necessary to conform said facilities to the plans for the project.

8. City shall, upon request by State and without cost to State, relocate or cause to be relocated, all City-owned utility conduits, lines, poles, mains, pipes and other such facilities located within or upon the right-of-way of a state highway under a permit issued by the Oregon Transportation Commission ✓ under condition that the permittee will bear the cost of relocation where such relocation is necessary to conform said facilities to the plans for the project.

9. City shall, at its sole expense, establish, erect and thereafter ✓ maintain any street illumination deemed necessary by the City.

10. City shall, upon request by State and without cost to State, relocate or cause to be relocated all privately-owned utility conduits, lines, poles, mains, pipes and other such facilities located within the limits of City ✓ on public streets or ways where such relocation is necessary to conform said utilities or facilities to the plans for the project. To this end City shall exercise all its municipal powers, including the legislative power, to require relocation of such utilities or facilities.

11. After State has requested City to move any of the above-mentioned city-owned utilities or facilities, City shall notify the State Project Manager ✓ prior to proceeding with the relocation work on such utilities or facilities in order that the relocation work can be properly coordinated with the other work of the project.

12. City shall allow State Project Managers and/or inspectors to inspect any relocation of utility conduits, lines, poles, mains, pipes and other ✓ such facilities as described in paragraphs 4 and 7 in order to determine whether said utilities or facilities have been relocated in accordance with the plans for the project.

13. Until such time as City has adopted a utility policy acceptable to the Federal Highway Administration, City shall obtain State concurrence and/or approval of any new utility installations within the rights-of-way of the project. Said concurrence shall be obtained from the Region 5 Engineer, 2111 Adams Avenue (P.O. Box 850), La Grande, Oregon 97850, Telephone 963-3177.

14. City shall not permit any encroachment upon the project right-of-way which will cause more than a temporary obstruction to the free and convenient flow of traffic over said highway.

15. City, by execution of this agreement, does hereby give its consent as required by ORS 373.030(2), to any and all changes of grade, if any there be in connection with or arising out of the construction of the project within the city limits.

16. In compliance with various rules, regulations, and policies pertaining to the Federal Aid Highway System, the City shall obtain prior approval for any future changes, including traffic-control measures, that may affect the operation of that portion of the Federal Aid Highway System which is covered by this agreement.

17. City shall adopt an ordinance or resolution, as the case may be, authorizing the Mayor and Recorder to enter into this agreement, and the same shall be made a part hereof and attached hereto.

2/25/82

Powder River Br. - Bridge St. (Elm St.) Section

2/18 82

City of Baker

Proposals by City Staff for incorporation into Cooperative Agreement with Highway Division

1. Assess benifited property owners on front foot basis at anticipated maximum rate of $14/front foot payable to State within 90 days after completion of project (date of acceptance by State)

   Note: If method of payment to State will jeopardize project the City will arrange ~~an~~ alternate financing by "borrowing" or "preassessment"

2. City will allow State to utilize the Citys existing storm sewer system facilities, where available, up to the design capacity of the storm sewer.

3. City will adjust and/or replace conflicting water lines, meter boxes, water valves and Sanitary ~~manholes~~ sewer manholes on a reimbursable basis.

   Note: City would like to have about 1 year lead time to accomplish adjustment/replacement of waterlines in the roadbed section. Need 6 months at minimum unless clear and concise language in the special provisions will allow the City to work after the Contract is under way. (Certain sanitary sewer installation may be accomplished (new work) ~~ahead~~ prior to letting of contract.)

4. City will assist the State in coordination of adjustment of private utilities if requested by the State.
5. City stands ready to excavate and lime stabilize roadway base section on reimburseable basis, if the State so desires.

   Note: City feels sub excavation may be required if lime stabilization is used because of large rocks in Existing base. City has source of material for base (lead time of 1 year would be desireable.)
6. City will remove and dispose of any trees that are in conflict with the project.

   Note: Past history shows local forces face little or no opposition to removal of trees.

7. City will assume responsibility and cost of illumination on the project.

8. City stands ready to complete ~~the~~ (provide) Preliminary Engineering, ~~design~~ prepare plans, etc. if the State lacks the funds or personnel to pursue the project in a timely manner.

   Note: State will assign a monitoring/liaison Project Manager if this option is pursued

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ [✓ PRE ☐]
MAR 1 1982
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

9751 S

STATE OF OREGON **INTEROFFICE MEMO**

TO: Memo to File **DATE:** January 29, 1982

Warren E. Schwartz

FROM: W. E. Schwartz
Region Engineer

NOTED
H. S. COULTER

SUBJECT: Powder River Bridge-Bridge Street (Elm Street) Section
La Grande-Baker Highway
Project #528

Discussed subject project with Baker Public Works Director Jim Adamson via telephone on January 27, 1982.

The City Council had directed Jim to inquire if there was any possibility that the project could be advanced from its present scheduled construction date of fiscal 1985. It appears that this project is very high in the priorities for improvements in the City of Baker.

I advised Jim that at this time it would probably be impossible to advance the project because of our limited ability to fund projects. However, if the upcoming 3¢ gas tax measure is successful, there may be a possibility that a project could be advanced in our Six Year schedule.

Adamson also told me that the City has plans for extensive improvements to the existing water and sewer lines which occupy the right-of-way of this street section. They will need approximately one year lead time to budget these improvements. We should be aware of this if there is any possibility of advancing the project.

He told me that the City is prepared to fund their portion of the project through the formation of an L.I.D. They believe that this project has strong support from those who would be affected by the formation of this L.I.D. and they anticipate no problems.

At this time, I believe we should negotiate an agreement with the City of Baker to provide the cooperative funding of the project. This will give the City the direction they need to fulfill their obligation. By a copy of this memo I am directing Roger Lang to initiate this agreement in accordance with the instruction contained on page 47 of the approved Six Year Highway Improvement Program.

RECEIVED
STATE HWY ENGR
FEB 2 '82
REFER TO
FOR
Info Inves R/D D.R Sign Act File

WES/vt
cc: ✓H. S. Coulter
D. H. Moehring
Jack Cartwright
Red Gerlach
Roger Lang

9731

X- Working Folder " " - 5

6u-1-180

"Center of Oregon's Adventureland"
CITY OF BAKER OREGON
P. O. Box 650
BAKER, OREGON 97814
Office: City Hall
Ph. 523-4437

☒ RE ☐ RCE ☐ RME ☐ ROS
☐ RFA DEC 0 8 1981 ☐
RECEIVED
REGION 5 OFFICE

December 4, 1981

Mr. W. E. Schwartz
Region Engineer
Oregon Department of Transportation
State Highway Division
P.O. Box 850
La Grande, Oregon 97850

Dear Mr. Schwartz:

This letter is written to support the modified proposal for a 6-year Highway Improvement Plan as described in your letter of December 2, 1981. Thank you for your letter, and especially thank you for pointing out that the "Powder River Bridge - South Bridge Street Section" has been put back into the program.

Same as - South Baker [illegible]

As you know, the testimony given at your plan discussion meeting in Baker in November, 1981 indicated we feel that the project is of classic importance to the community as well as to the transportation system of the State of Oregon. We applaud your recognition of these facts and your willingness to go forward with an important project.

We have stated, in a separate letter to you, that the people of Baker are willing to participate in the project on both a financial and actual work basis. We know that these arrangements need to be firmed up some time in the near future and we pledge our support to work with you for the project.

Please convey our support for the modified plan to the Commission, and indicate our willingness to assist the Highway Division in its every effort.

Very truly yours,

George W. Gwilliam
Mayor

GWG:kjw

Cy- H. S. Coulter
D. H. Moshing
Commission Services ✓

9731

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL D/OR AUTHORIZATION

FEDERAL AID PROJECT NO. F-70(1)

ST. PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 10019

COUNTY NAME Baker

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
OCT 14 '80
REFER TO
FOR
info | [illegible]

10-14

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE 10-7-80	FEDERAL ROUTE NUMBER	Primary 70
		STATE ROUTE NUMBER	Primary 66

GENERAL LOCATION:

Powder River Bridge-South Baker Interchange Section

overlay, [illegible]

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including archeological salvage and utility preparatory work
☐ OTHER (Specify) TEC $23,200 - Federal Funds $20,450

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested by Mr. Swan's PEA dated September 26, 1980.

DATE 10-7-80	SIGNATURE OF APPROVING OFFICIAL Malach	TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-66) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1976-631-655

9731

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTUS

OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

7-28-80

66

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME Powder River Bridge - S Baker Interchange

HIGHWAY NAME La Grande-Baker

HIGHWAY NUMBER 066

REGION 5	**ADMINISTRATIVE DISTRICT** 13	**COUNTY** Baker	**CITY** Baker

LENGTH 1.8

MILEPOST NUMBER 52.1 TO 53.9

☒ RURAL ☒ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO

IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS
☐ FAI ☒ FAP ☐ FAS ☐ STATE ☐ FAUS ☐ OTHER

METHOD OF CONSTRUCTION
☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK
☒ GRADING ☒ PAVING ☐ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Widen and overlay existing roadway to a 44-foot street section from Powder River to Indiana Avenue and 40 feet paved top width Indiana to South Baker Interchange.

1 Versteeg ✓
Anderson
2 Christensen DO
3 Olson AO.
Sullivan
Terpin
Trost
4 Wakeling

RECEIVED
AUG 11 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME) 1978 - 2,500-1,050

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

LEVEL OF SERVICE		A	B	C	D	E	F
	EXISTING	☐	☐	☐	☐	☐	☐
	PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH) 25-55	**DESIGN STANDARDS** AASHTO	**TRAFFIC ANALYSIS** ☒ LIGHT ☐ MEDIUM ☐ HEAVY

REFERRED TO
Beard
Stoudenmeyer
Cole
Mann
Eriksen ✓
Watson W
Hager
Dorn
Leu
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

APPROVED
E. Terpin
Location Engineer
Date 7/28/80

FORM 734-1730 (12-78) Page 1

3 - FEATURES

	EXISTIN NUMBER AND WIDTH	P POSED NUMBER AND WIDTH
TRAVEL LANES	two - 10'	two - 12'
SHOULDERS	two - var. 2' to 5'	two - 8' and 10'
MEDIANS		—— ——
PARKING LANES		—— ——
SIDEWALKS		—— ——
BIKEWAYS		shoulder bikeway
INTERCHANGES		—— ——
OTHER:		—— ——

	YES	NO	MAYBE		YES	NO	MAY
Channelization	☐	☐	☒	Right of Way (cont.) Improvements	☐	☒	☐
Frontage Roads	☐	☒	☐	Access Control	☐	☒	☐
Traffic Signals	☐	☒	☐	Railroad Crossing	☐	☒	☐
Signing	☒	☐	☐	At Grade	☐	☒	☐
Illumination	☐	☒	☐	Separated	☐	☒	☐
Structures (box culvert)	☒	☐	☐	Railroad Encroachment	☐	☒	☐
Stage Construction	☐	☐	☒	Permits	☐	☒	☐
Pedestrian Crossing	☐	☒	☐	Conditional Use	☐	☒	☐
Rest Area	☐	☒	☐	Flood Plain	☐	☒	☐
Truck Scale Site	☐	☒	☐	Irrigation District	☐	☒	☐
Landscaping	☐	☒	☐	Water District	☐	☒	☐
Drainage	☒	☐	☐	Drainage District	☐	☒	☐
River ____________	☐	☒	☐	Div. of State Lands	☐	☐	☒
Stream ____________	☐	☒	☐	Dept. of Geology & Min. Ind.	☐	☒	☐
Storm Sewer	☒	☐	☐	Corps of Engineers	☒	☐	☐
Sanitary Sewer	☐	☐	☒	Coast Guard	☐	☒	☐
Right of Way	☐	☒	☐	DEQ NPS Air Pollution	☐	☒	☐
Simple Acquisition	☐	☒	☐	DEQ NPS Water Pollution	☐	☒	☐
Complex Acquisition	☐	☒	☐	Building	☐	☒	☐
Relocations	☐	☒	☐	Fish & Wildlife Approval	☒	☐	☐

3 - FEATURES (cont.)

		NO	MAYBE
Agreements (City-County Etc.)	☐	☒	☐
Environmental Assessment	☒	☐	☐
Statewide Assessment	☐	☒	☐
Negative Declaration	☐	☒	☐
Environmental Impact Statement	☐	☒	☐
4-F Statement	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐
Public Hearing ______	☐	☐	☒
Borrow Source	☐	☐	☒
Material Source	☐	☐	☒
Utilities	☐	☐	☒

Type ______

	YES	NO	MAYBE
Hydraulics Study	☒	☐	☐
Soils Investigation	☒	☐	☐
Airport Clearance	☐	☒	☐
Economic Analysis	☐	☒	☐
Requires Field Survey	☒	☐	☐
Old Survey Available	☐	☐	☒
Requires Vicinity Map	☒	☐	☐
Requires Photogrammetry	☐	☒	☐
Requires Reconnaissance Survey	☐	☒	☐
Reconnaissance Available	☐	☒	☐
Design Review	☐	☐	☒

4 - WORK ITEMS

	TO BE PERFORMED BY		
	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT—OF—WAY	☐	☐ N/A	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	( )	2
PRELIMINARY DESIGN	( )	1
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	N/A
RIGHT-OF-WAY ACQUISITION	( )	N/A
P.S. & E. DOCUMENTS	( )	6

RECOMMENDED CONSTRUCTION DATE	______	F 1Q '83
	(Region)	(Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
Asp. Conc. Wearing Surface	6"	4"
Aggregate Base	12"	

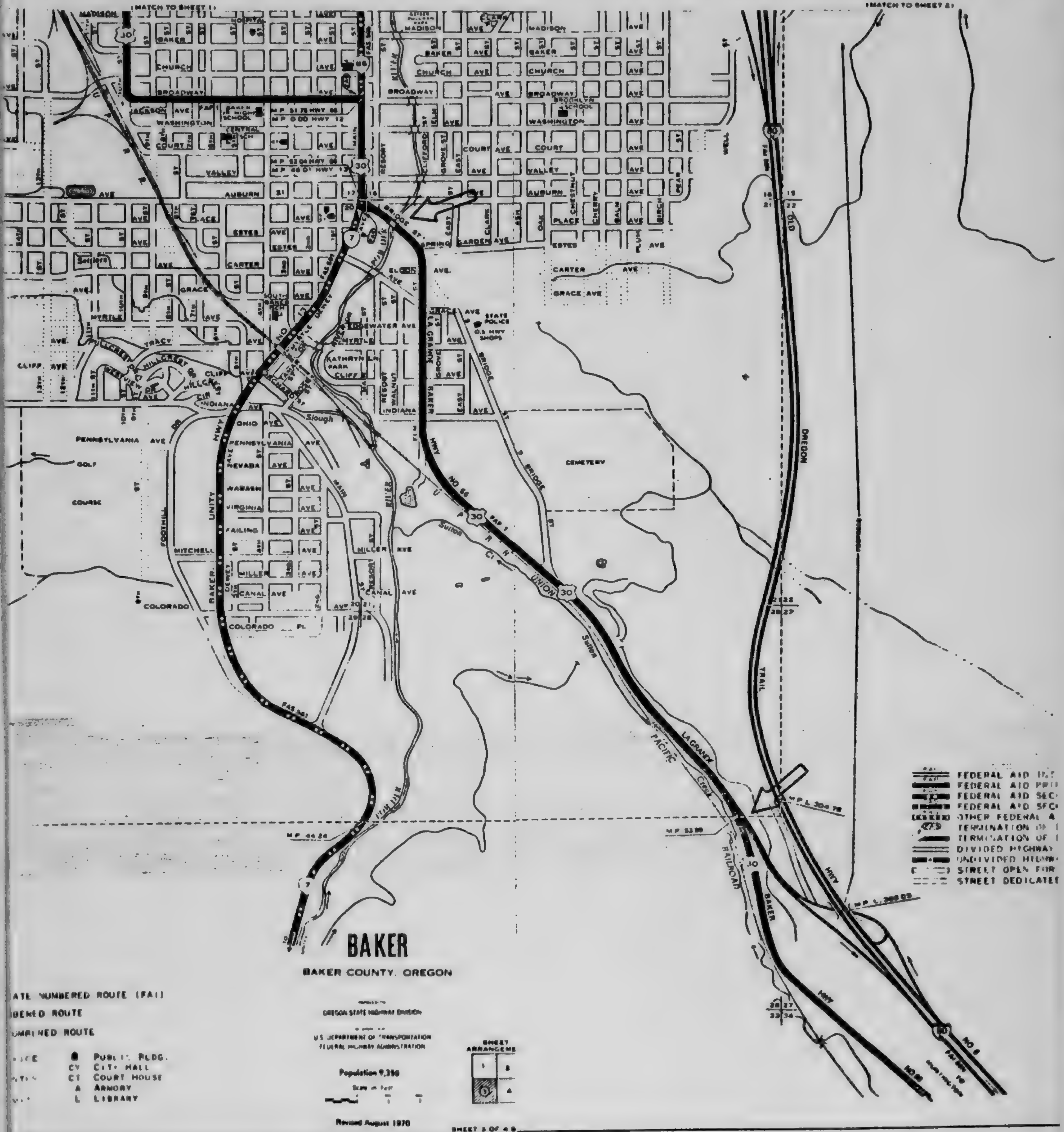
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING		$ 23,200
RIGHT OF WAY		
TRAFFIC CONTROL		24,000
ILLUMINATION		
STRUCTURES box culverts		42,000
RAILROAD		
ROADWAY		1,000,000
OTHER		
ENGINEERING & CONTINGENCIES		incl. above
PROJECT TOTAL H.I.P. = $802,000		$ 1,089,200

SUBMITTED BY ______________________



MATCH TO SHEET 1
MATCH TO SHEET 2
MADISON
BAKER
CHURCH
BROADWAY
JACKSON AVE
WASHINGTON
COURT
VALLEY
AUBURN
GRACE
ESTES
CARTER
MYRTLE
TRACY
CLIFF AVE
HILLCREST DR
INDIANA AVE
OHIO AVE
PENNSYLVANIA AVE
NEVADA AVE
WABASH AVE
VIRGINIA
FAILING
MITCHELL
MILLER AVE
CANAL AVE
COLORADO PL
GOLF COURSE
FOOTHILL
UNITY
BAKER
DEWEY
RESORT
MAIN
BRIDGE ST
SPRING GARDEN AVE
ELM
CLIFFORD
GROVE ST
EAST
CLARK
ASH
OAK
CHESTNUT
CHERRY
BALM
PLUM
BIRCH
PEAR
PLACE
GRACE AVE
KATHRYN LN PARK
EDGEWATER AVE
LA GRANDE
STATE POLICE
O.S. HWY SHOPS
CEMETERY
BROOKLYN SCHOOL
BAKER HIGH SCHOOL
CENTRAL SCHOOL
SOUTH BAKER SCHOOL
HOSPITAL
M.P. 51.78 HWY 66
M.P. 0.00 HWY 12
M.P. 52.04 HWY 66
M.P. 46.01 HWY 12
M.P. 44.24
M.P. 53.99
M.P.L. 304.78
M.P.L. 300.03
FAS 561
HWY NO 66
UNION PACIFIC RAILROAD
LA GRANDE BAKER HWY
POWDER RIVER
Slough
OLD OREGON TRAIL HWY
NO 6
FAI 80N
TO ONTARIO
30
7
80
86

FEDERAL AID INT
FEDERAL AID PRI
FEDERAL AID SEC
FEDERAL AID SEC
OTHER FEDERAL A
TERMINATION OF
TERMINATION OF
DIVIDED HIGHWAY
UNDIVIDED HIGHW
STREET OPEN FOR
STREET DEDICATED

BAKER

BAKER COUNTY, OREGON

ATE NUMBERED ROUTE (FAI)
BERED ROUTE
UMBERED ROUTE

● PUBLIC BLDG.
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY

OREGON STATE HIGHWAY DIVISION

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 9,350

Scale in Feet

SHEET ARRANGEME

1	2
3	4

Revised August 1970

SHEET 3 OF 4 S

1983 Crater Lake Hwy. @ Sams Val-9732
ley Hwy. Sec. of Crater Lake Hwy.
(Grading & paving)

9 7.3 2

cc: L. W. Rulien

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

STATE COPY

REGION NO. 10	REPORT NO. 2	COUNTY Jackson	DIVISION OREGON
DATE OF REPORT 2-4-86	REPORT MADE BY W. N. Bryant, Area Engineer, FHWA		PROJECT NO. F-13(12)
COMPLETION DATE (Actual) 6-19-84	ACCEPTANCE DATE BY CONRTACT AGENCY 6-7-85	TIME ELAPSED 101 %	CONTRACT TIME 120 CWD

LOCATION

SR 62, 3.3 miles No. of Eagle Point

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

CRATER LAKE HIGHWAY @ SAMS VALLEY HWY
CRATER LAKE HIGHWAY
Grading & Paving

Work completed under this project consisted of the construction of roadbed widening, treated base, asphalt concrete pavement, aggregate shoulders and other incidental work common to this type of project. The project provided for the construction of a left-turn lane.

A contract in the amount of $129,918.50 was awarded Tru-Mix Construction Company, Medford, Oregon on 11-3-83. Contract work began on 4-13-84 and was completed in reasonably close conformance with the approved plans and specifications at a final cost of $129,193.72 which includes $107,375.13 for original bid items, $5,056.54 for work completed under approved price agreements, $1,563.17 for State force work, $1,421.90 credit for non-spec AC material, $225.00 credit for liquidated damages and $16,845.78 for construction engineering.

A total of 121.5 CWD were used in completing the work as compared to the 120 CWD allowed under the contract. Liquidated damages in the amount of $225 were assessed accordingly.

All overruns and underruns have been explained by the State in a satisfactory manner. A copy of the explanation is attached to the Division Office copy of this report.

#########

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
FEB 5 '86
REFER TO Fredrickson
FOR
Info | Inves | R/D | D,R | Sign | Act | File

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. N. Bryant Area Engineer		SIGNATURE [illegible] HOSSNER	
TITLE Area Engineer	DATE	TITLE Field Operations Engineer	DATE FEB - 5 1986

FORM FHWA 1446B
(Rev. 2-84)
PREVIOUS EDITIONS MAY BE USED.

June 18, 1985

Industrial Indemnity Company
421 SW Sixth Avenue
Portland, OR 97204

CON 5
#9732

Gentlemen or Ladies:

On June 6, 1985, we wrote to you concerning release of final payment on Contract No. 9732 awarded to Tru-Mix Construction Company for work on the Crater Lake Highway at Sams Valley Highway in Jackson County.

Final payment on this contract is $2,756.49 and the total contract amount is $110,784.77. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
cc: Tru-Mix Construction Company
PO Box 4430
Medford, OR 97501

bc: C. O. Fredrickson
Walt Hart
James J. Gix

9732 1

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Crater Lake Highway @ Sams Valley Highway

WEEK ENDING: November 24,1984

SECTION PREFIX: 15-1047

HIGHWAY: Crater Lake

COUNTY: Jackson

NAME OF JOB: Crater Lake Highway@Sams Vlly Hwy

KIND OF WORK: Grading & Paving

CONTRACTOR: Tru-Mix Construction

CONTRACT NUMBER: 9732

FEDERAL AID PROJECT NUMBER: F-13(12)

DATE OF CONTRACT: November 3,1983

DATE WORK STARTED: April 13,1984

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 120

WORK DAYS USED:

CALENDAR DAYS USED: 121.5

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 101

PROJECT AUTHORIZATION: $152,111.00

EXCLUSIVE OF ENGINEERING: $140,049.93

ENGINEERING AUTHORIZATION: $12,061.67

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $112,152.78

ENGINEERING COST TO DATE: $15,456.81

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: OVERRUN / UNDERRUN: -20 %

PERCENT OF AUTHORIZATION: 128%

DATE PROJECT WAS COMPLETED: June 19,1984

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	.27	.27			.27
MILES PARTIALLY COMPLETED					
MILES COMPLETED	.27	.27			.27
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,467cy	2,185tn			2,000tn
TOTAL QUANTITIES CORRECTED TO DATE	1,500cy	1,820tn			1,817tn
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1,500cy	1,820tn			1,817tn
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	NA			
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

CE E CAE RECEIVED LS TC
SA CC
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HA
CAN
CP CONSTRUCTION SECTION QCS
FILE
LEO

DATE: Nov.24,1984

CONTR. NO: 9732

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 18	No activity.
MONDAY 19	No activity
TUESDAY 20	No activity
WEDNESDAY 21	No activity
THURSDAY 22	No activity
FRIDAY 23	No activity
SATURDAY 24	No activity

REMARKS

STATUS: The semi-final estimate was submitted this week. No further reports will be submitted.

VISITORS:

NEXT WEEK:

Bobb for Maude

SIGNED

Medford

LOCATION

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP•F216

9732

TO BE COMPLETED BY FHWA		Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 10-251	U.S. Department of Transportation **Federal Highway Administration**	State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Jackson
MODIFICATION NUMBER 1	[illegible]	Project Number F-13(12)

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on December 21, 19 83,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 151,100	$ 151,100
Federal funds	$ 151,100	$ 133,193
Other revisions		Appn Code 010

(Note: Additional Federal Funds Collected - $14,015.59)

This modification is made for the following reasons:
"The project agreement executed 12-21-83, is modified to decrease federal-aid participation to 88.15 percent in accordance with P.L. 97-424, Section 145."

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 1st day of October, 19 84.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

CRATER LAKE HWY @ SAM'S
VALLEY HWY
JACKSON CO
15-1047

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

1132

STATE COPY OMB No. 04-R2089 Gen. Files

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 12-178-179	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	State OREGON County Jackson Project No. F13(12)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Crater Lake Hwy. at Sams Valley Hwy.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-5-83	0.00
OTHER *(Specify)*		

FUNDS Pro-rata 88.15%

ESTIMATED TOTAL COST OF PROJECT $ 151,100.00	FEDERAL FUNDS $ 133,193.00*

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

*See additional provisions on back.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Manager, Program Section
(Title)
~~By~~ For: H.S. Coulter, P.E.
State Highway Engineer
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: Dale E. Wilken
Date executed by Division Administrator DEC 21 1983

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

OREGON STATE HIGHWAY DIVISION
SALEM, OR December 5, 1983

FEDERAL AID PROJECT
No. F-13(12)

Crater Lake Hwy. at Sams Valley Hwy. Section

Crater Lake Highway

Jackson County

PROJECT AGREEMENT ESTIMATE

Type Code Y008
Roadway (Sta. 1631+70 to Sta. 1646+10)

Mobilization		All Required		$ 3,000.00
Temporary Protection and Direction of Traffic		All Required		3,000.00
Temporary Signs	186	Sq. Ft.	7.00	1,302.00
Temporary Barricades	2	Each	75.00	150.00
Flagman	150	Hour	16.50	2,475.00
Clearing and Grubbing		All Required		4,750.00
Removal of Structures and Obstructions		All Required		1,000.00
General Excavation	1,467	Cu. Yd.	7.00	10,269.00
Trench Excavation	22	Cu. Yd.	10.50	231.00
Finishing Roadbed and Slopes		All Required		1,100.00
Aggregate Shoulders	875	Ton	8.50	7,437.50
Treated Base	1,310	Ton	21.00	27,510.00
Class "C" Asphalt Concrete	2,000	Ton	28.00	56,000.00
18-inch Culvert Pipe	128	Lin. Ft.	38.00	4,864.00
Extra for Pipe Under Pavement	56	Lin. Ft.	20.00	1,120.00
Concrete Inlets, Type "G-2"	1	Each	525.00	525.00
Concrete Curbs	300	Lin. Ft.	7.70	2,310.00
Extra for Asphalt Approaches	8	Each	150.00	1,200.00
Delineators, Type 2	30	Each	27.50	825.00
Delineators, Type 3	6	Each	35.00	210.00
				$129,278.50

Anticipated Items

Permanent Pavement Striping	All Required	$ 2,000.00
Subtotal		$131,278.50
Engineering		17,721.50
Total		$149,000.00

Length of Roadway 0.00 mi.

Work Retained in Reserve

Permanent Signing	All Required	$ 1,500.00
Roadslide Seeding and Mulching	All Required	600.00
		$ 2,100.00

Summary of Funds 88.15%

Description	Total Cost	Federal Funds	State Funds
Roadway	$149,000.00	$131,343.00	$17,657.00
Reserve	2,100.00	1,850.00	250.00
Total	$151,100.00	$133,193.00	$17,907.00

Reimbursement 100% $151,100.00 Public Law 97-424, S145

Group 1 100%
Contract No. 9732
Prefix: 15-1487
Prefix: 15-1047

DAR:lks

Crater Lake Hwy. at Sams Valley Hwy.

Nonparticipating - State Work

Single Mailbox Supports	4	Each	160.00	$640.00

DAR:lks

9732

SC

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-13(12)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Jackson

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40018

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7-23-84

8. FEDERAL ROUTE NUMBER Primary 13

9. STATE ROUTE NUMBER Primary 22

10. GENERAL LOCATION:

Crater Lake Hwy. at Sams Valley Hwy. Section

11. GENERAL DESCRIPTION OF WORK

Furnish and install permanent signing

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, the advance authorization date of 7-23-84 as requested in Mr. Fredrickson's letter of 9-10-84 as being cost effective for the use of State forces to proceed with the above work is approved. State Force Order No. 2 is approved for a TEC of $800 Federal Funds $702.

RECEIVED
STATE HWY ENGR
SEP 25 '84
REFER TO Potter
FOR
Info Inves R/D D/R Sign Act File

Orig. to 9/25

14. DATE 9/21/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-78) PREVIOUS EDITIONS MAY BE USED

1782

22

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

Jackson Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID# 362

REGION 3

SECTION SAMS VALLEY HIGHWAY JUNCTION - SHADY COVE

SURVEY AUTHORITY

AUTHORIZATION NO. 2

PREFIX 15-1495

DATE 3-20-84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 77,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 1,200
902 CITIZEN'S INVOLVEMENT			916 PHOTOGRAMMETRY		13,400	934 GEOLOGY		4,300
903 LOCAL GOVERNMENT			918 LOCATION		2,000	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		8,000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		100
906 BRIDGE DESIGN		1,000	921 SPECIFICATIONS		2,000	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION		100	923 ENVIRONMENTAL SECTION		400	950 TRAINING		
910 REGION GEOLOGIST		4,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		500	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION		500	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		600	927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON		500	932 RAILROAD & UTILITIES					

TOTALS	$	$ 115,900
PREVIOUS AUTHORIZATION		$ 51,200
ADD. AUTH. REQUIRED		$ 64,700

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER STATE

LOCATION ENGINEER'S REMARKS

See attached letter

1 Versteeg ✓
Anderson
Cy Adams
Cy Macnab
2 Edwards E
Terpin
3 Trout
Cy Wakerlig

RECEIVED
MAY 24 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

On HIP

PREPARED BY Littrell	DATE 3-20-84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X Schwartz	DATE 5/17/84
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 5-16-84
RECOMMENDED, LOCATION ENGINEER X Frank E. Terpin	DATE 5/14/84	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

STATE OF OREGON — INTEROFFICE MEMO

TO: J.X.Wilson
Region Engineer

DATE: March 9,1984

FROM: Wm.Maude
Project Manager

SUBJECT:
Authority for Survey No.Two
Sams Valley Jct-Shady Cove
Prefix 15-1495

Attached please find one copy of the subject authority for survey.

The major cost increase is due to the right of way survey. This section was a county road acquired by the State. There has been no right of way work, including monumentation since the 1920's on the northerly two-thirds of the project. The roadbed does not follow the right of way centerline in many areas. In addition, the limited number of private surveys available show many errors. This plus the undocumented changes in the highway alignment is costing a considerable amount of time to rectify.

This office estimates that approximately sixty working days will be required in both the field and in the office to complete the project.

ROSEBURG REGION
RECEIVED
MAR 12 1984

3-15-84
Steve - Pls. look into the problems with this survey & give me your evaluation.
J.X.W.

3-19-84
I CONCUR WITH THE ABOVE EXPLAINATION & JUSTIFICATION (NEED TO SUBMIT NEWEST FORM)

.Loc

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

SECTION SAMS VALLEY JUNCTION - SHADY COVE	KEY ID # 362
	REGION 3

STATE HIGHWAY # 22	HIGHWAY NAME Crater Lake	MILE POST FROM 13.6 TO 19.8	LENGTH 6.2
☐ URBAN ☒ RURAL	CITY	COUNTY Jackson	ROAD/STREET NAME
ROUTE # 62	FEDERAL AID # 13	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)		
PRELIMINARY ENGINEERING		$ 100
RIGHT OF WAY		$ 13
ROADWAY	$ 1908	
STRUCTURES	$	
SIGNALS	$	
ILLUMINATION	$	
TEMPORARY PROTECTION	$ 92	
	$	
40% ENGINEERING & CONTINGENCIES	$ 800	
TOTAL CONSTRUCTION		$ 2800
TOTAL ESTIMATE		$ 2913

PROJECT DATA		
GRADING	(✓)	X
PAVING	(✓)	X
STRUCTURES	(✓)	
SIGNING	(✓)	X
SIGNALS	(✓)	
ILLUMINATION	(✓)	
CHANNELIZATION		X
ENVIRONMENTAL CLASS	(1,2,3)	2
DESIGN CATEGORY	(1-7)	3
WORK TYPE	(1-12)	2

RIGHT OF WAY		
FILES	(#)	22±
ACRES	(#)	2.2±
RELOCATIONS	(#)	0
WORK BY STATE/CONSULTANT/APPLICANT		
PRELIMINARY ENGINEERING	(S,C,A)	S
CONSTRUCTION ENGINEERING	(S,C,A)	S
RIGHT OF WAY DESCRIPTIONS	(S,C,A)	S
RIGHT OF WAY ACQUISITIONS	(S,C,A)	S

CONSTRUCTION BY

☒ CONTRACT
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE
☐ OTHER ______

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 2/85	RECOMMENDED FUNDING SOURCE FAP on 6 yr. H.I.P.	RECOMMENDED PROGRAM YEAR 1985

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2/3
STRUCTURES (#)	0	0
SIGNALS (#)	0	0
BIKE PATH (Y/N)	N	Y
AVERAGE DAILY TRAFFIC	5,300	
YEAR OF AVERAGE DAILY TRAFFIC	1982	

DEFINE THE PROBLEM

DETERIORATED PAVEMENT

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______
APR 16 1984
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO ______
FOR ______

PROPOSED SOLUTION

OVERLAY WITH 4" AC AND WIDEN SHOULDERS. ADD ONE CLIMBING LANE AND ONE PASSING BAY.

REQUESTED, REGION ENGINEER X	DATE 4-13-84			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID # 362

SECTION SAMS VALLEY JUNCTION - SHADY COVE

REGION 3

PROJECT JUSTIFICATION

This rural primary highway has substandard vertical and horizontal alignments, as well as unsafe traffic movements. Constructing an overlay and widening plus a left turn refuge and passing lane should preserve the existing roadway surface and minimize the safety hazards as they now exist.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS
PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID # 362

REGION 3

SECTION SAMS VALLEY JUNCTION - SHADY COVE

ENTER: S—STATE E—EXISTING C—CONSULTANT N—NO A—APPLICANT

						PERMITS AND DOCUMENTS					
A—95	S	SIGNS (PERMANENT)	S	STORM SEWER	S	AIRPORT CLEARANCE	N	WETLANDS	N		
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N		
PHOTOGRAMMETRY	S	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N		
RECONNAISSANCE SURVEY	S	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N		
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	S	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N		
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	S	STATE LANDS	N	SECTION 106	N		
VICINITY MAP	N	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	S	NOISE STUDY	N		
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N		
HYDRAULIC STUDY	N	RR ENCROACHMENT	N	▨		SIGNALS	N	OLD (#)		NEW (#)	
						UTILITIES	E	(LIST BELOW)			

RIGHT-OF-WAY			
ACQUISITIONS		**RELOCATIONS**	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
27	0	0	0

COMPANIES

Electrical

RIGHT-OF-WAY LIAISON	S	EASEMENTS (#)	10	ACCESS CONTROL (Y/N)	N

DESIGN SPEED 55 MPH

DESIGN STANDARDS 3R - AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
				oiled 5'			11'	0	11'			oiled 5'				
6'							12'	0	12'							6'

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Concrete Slab Stabilization	--	--	Aggregate Shoulder Base	12"	
AC Overlay	7"	4"			

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	N/A			BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date 5/14/84

734-1912 (7-82)

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID # 362

SECTION SAMS VALLEY JUNCTION - SHADY COVE

REGION 3

ESTIMATED RIGHT-OF-WAY IMPACTS

The right-of-way impacts should be minimal with approximately 22-27 ownerships affected. The average taking on one side will be about .10 acre per file. There should be no adverse effects on the fronts of these properties.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

There will be a minimal impact on land use. Approximately 2 acres of agricultural grazing land in a thin strip will become highway right-of-way. This proposed project is consistent wi comprehensive planning in this area.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

Traffic volumes will not change from the normal rate. Flow patterns will remain the same, but movements will be much safer.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

There are no impacts in these areas from this proposed project.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

There are no impacts in these areas.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

Land surveying work on this section has been minimal in the last 50 years, therefore there will be extensive field and office efforts to establish and determine the existing right-of-way.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

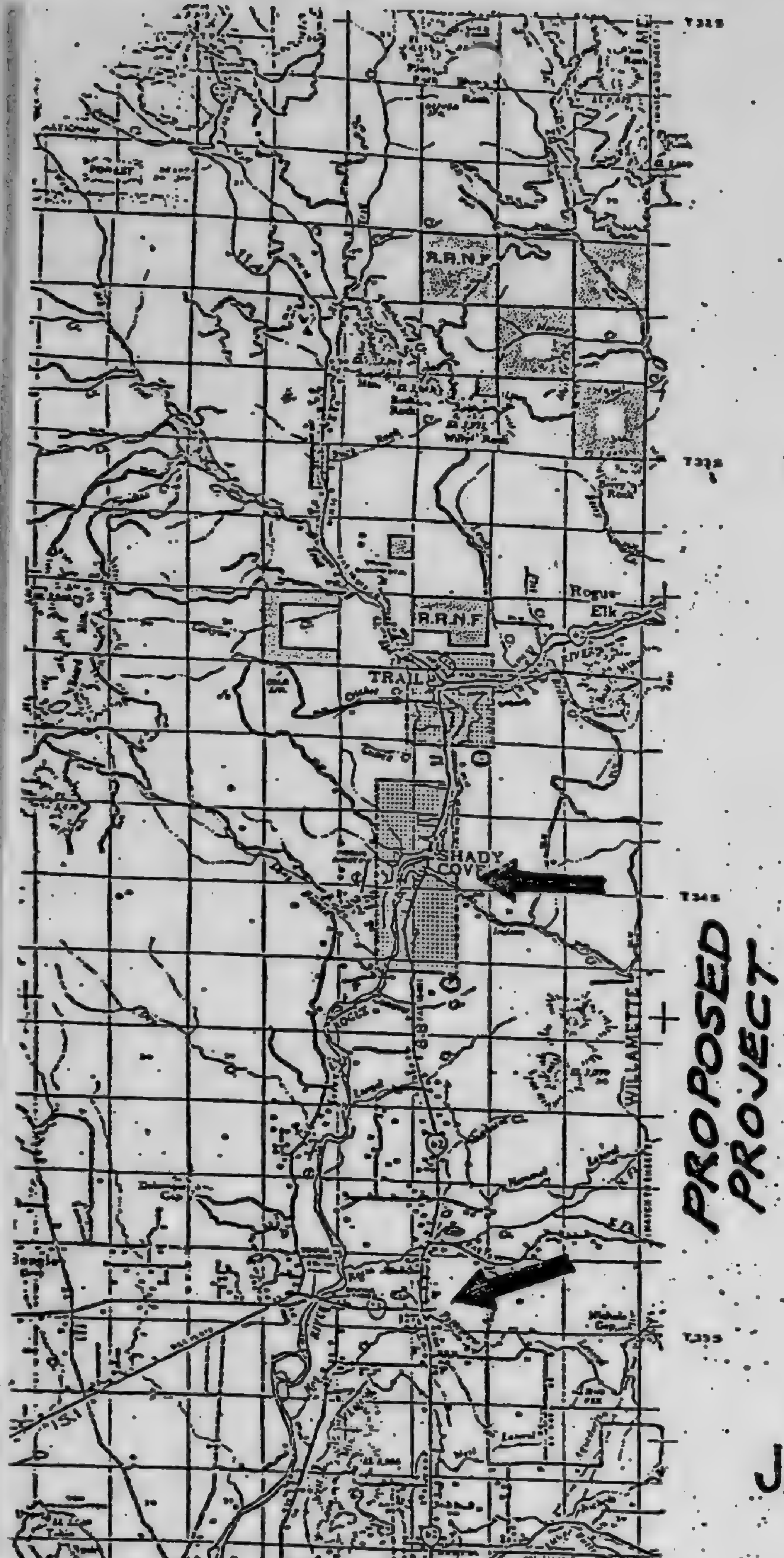
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

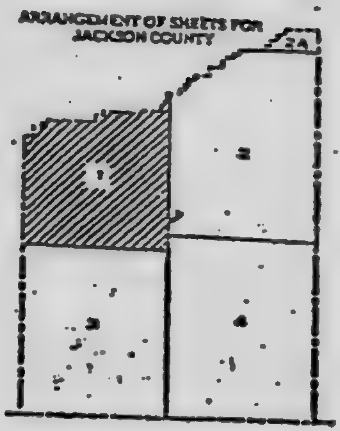
OTHER DOCUMENTATION

Dept. of Geology and Minerals.

PREPARED BY X Littrell 4-13-84	TELEPHONE NUMBER 440-3399	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE

734-1913 (7-82)


T 32 S
R.R.N.F.
T 33 S
Rogue Elk
R.R.N.F.
TRAIL
SHADY COVE
T 34 S
WILLAMETTE
PROPOSED PROJECT
T 35 S
EAGLE POINT
T 36 S
R 1 W


ARRANGEMENT OF SHEETS FOR JACKSON COUNTY
1
2
2A
3
4

GENERAL HIGHWAY MAP

JACKSON COUNTY

OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

9732

November 15, 1983

Tru-Mix Construction Company
P. O. Box 4430
Medford, OR 97501

CON 5
#9732

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 9732 for work on the Crater Lake Highway at Sams Valley Highway in Jackson County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

Encl.

cc: Industrial Indemnity Company
Attn: Bond Department
421 S.W. 6th Avenue
Portland, OR 97204

bc: C. T. Keasey
Walt Hart
Robert Church
Jan Peterson
James Gix
William Maude

TRU-MIX
CONSTRUCTION COMPANY

Telephone 779-6304
P.O. Box 4430
1111 East Vilas Road
Medford, Oregon 97501

October 27, 1983

Oregon Transportation Commission
Commission Services
Room 121
State Transportation Building
Salem, Oregon 97310

Attention: Robert Gormsen

Reference: Crater Lake Hwy. at Sams Valley Hwy. Section #9732
of Crater Lake Highway - Jackson County

Sir:

In order to meet the assigned DBE goal of 3% disadvantaged business participation for the referenced project, Tru-Mix Construction Company proposes to subcontract to Minority Contractors, Inc., William B. Brunston, P.O. Box 1573, Medford, Oregon 97501, Telephone 779-6590, Employer Identification Number 93-0815800, the following work:

Item No.	Description	Quantity	Unit Price	Amount
1.	Mobilization	All	L.S.	$1,500.00
9.	Trench Excavation	22 CY	10.00	220.00
14.	18-inch Culvert Pipe	128 LF	36.00	4,608.00
15.	Extra for Pipe Under Pavement	56 LF	7.00	392.00
19.	Delineators, Type 2	30 ea	26.00	780.00
20.	Delineators, Type 3	6 Ea	33.00	198.00
21.	Single Mailbox Supports	4 Ea	150.00	600.00
				$8,298.00

Please contact me if you have any further questions regarding the DBE requirements.

RECEIVED
OCT 31 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Sincerely,
TRU-MIX CONSTRUCTION COMPANY
Robert E. Vaughn
ROBERT E VAUGHN

REV:sc

cc Kay Turner

rll 9732

5

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-13(12)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Jackson

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40018

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10/5/83

8. FEDERAL ROUTE NUMBER Primary 13

9. STATE ROUTE NUMBER Primary 22

10. GENERAL LOCATION:
Crater Lake Hwy at Sams Valley Hwy Section

11. GENERAL DESCRIPTION OF WORK
Channelization

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Anticipated items as shown in your "PS&E" Estimate dated 9/13/83

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate as being cost-effective.

Mr. Potter's 10/3/83 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $147,807. Regular Federal-aid matching ratio, appropriation code 010 in amount of $130,290 and increased Federal share (P.L. 97-424 Section 145) appropriation code 01L in amount of $17,517.

A signed copy of the Title Sheet is returned herewith.

orig w/ att. to
10/7

RECEIVED
STATE HWY ENGR
OCT 7 '83
REFER TO Potter
FOR
Info | Inv | R/D | D/R | Sign | Act | File

14. DATE 10/5/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-70) PREVIOUS EDITIONS MAY BE USED

9132

5

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: September 1, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
D. E. SWAN

From: D.E. Swan
Project Unit Engineer

Subject: Project Data Submission
Item No. 30172
Project No. F-13(12)
Crater Lake Hwy. @ Sams Valley Hwy. Sec.
Jackson County

Attached support data for the subject project consists of PR-1 form with project maps.

It is the Oregon State Highway Division's present intention to receive bids for this project on October 13, 1983 and request Federal-Aid participation of 100 percent for reimbursement claims paid on or before September 30, 1984, in accordance with Pub. L. 97-424, Section 145.

JLG:bkb
Attachments

cc: J.J. Gix Region 3
General Files

Form 734-3122

9732 1-5-82

5

U. S. DEPARTMENT OF TRANSPORT ON
FEDERAL HIGHWAY ADMINISTR ION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. See below

2. STATE PROJECT NO. See below

2A. COUNTY NAME Various

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. Various

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 1/5/82

8. FEDERAL ROUTE NUMBER Primary Routes

9. STATE ROUTE NUMBER ----------------

10. GENERAL LOCATION:

See Below

11. GENERAL DESCRIPTION OF WORK

Withdraw Projects

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See below

13. REMARKS

As requested in Mr. Swan's letter of 12/31/81 I approve the withdrawal of the following projects. Preliminary Engineering will be State financed. No Federal Funds will be claimed on any project.

Project No.	Section	County
F-13(7)	Rogue River - Mallory Lane (Shady Cove) Sec.	Jackson
F-13(8)	Crater Lake Hwy. @ Jct. Sams Valley Hwy. Sec.	Jackson
F-15(5)	Green Springs Hwy. @ Emigrant Park Rd. Sec.	Jackson
F-52(1)	Myrtle Cr. Hwy. @ Chadwick Lane Sec.	Douglas

IVED
HWY ENG
7 '82

14. DATE 1/5/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9122

5

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

December 31, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan, P.E.
Operation Programming Engineer

SUBJECT: Project Withdrawals

I request your approval to withdraw the following listed preliminary engineering projects since subsequent to program approval a decision was made to finance the preliminary engineering with state funds.

Project No.	Section
F-13(7)	Rogue River - Mallory Lane (Shady Cove) Sec.
F-13(8)	Crater Lake Hwy. @ Jct. Sams Valley Hwy. Sec.
F-15(5)	Green Springs Hwy. @ Emigrant Park Rd. Sec.
F-52(1)	Myrtle Cr. Hwy. @ Chadwick Lane Sec.

There are no federal funds claimed on the above projects and enclosed are modified project agreements for project F-13(7) withdrawing the amounts currently under project agreement.

Approval of this action will release $16,130 in federal funds for use on other projects.

CL:bkc
Enc.

cc: R. Hacek
General Files

9732

22✓

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE September 16,1981

PREFIX

1 - IDENTIFICATION

PROJECT NAME Sams Valley Jct.-Shady Cove

HIGHWAY NAME Crater Lake

HIGHWAY NUMBER 22

REGION 3

ADMINISTRATIVE DISTRICT 8

COUNTY Jackson

CITY

LENGTH 6.2

MILEPOST NUMBER 13.6 TO 19.8

☒ RURAL ☐ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO

IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS ☐ FAI ☒ FAP ☐ FAS ☐ STATE ☐ FAUS ☐ OTHER

METHOD OF CONSTRUCTION ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK ☒ GRADING ☒ PAVING ☐ STRUCTURE ☒ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

This is a rural primary highway with substandard horizontal alignment and worse vertical alignment. The southerly two miles have an 11' PCC travel lane with 5' oiled shoulders. The remainder is an oilmat or AC surface of one to five foot shoulders. It is projected to construct a left turn refuge at Sams Valley Jct, construct a passing bay and climbing lane, stabilize the concrete as needed, widen as needed and overlay the section. The completed project will have two 12' travel lanes with 5' shoulder-bike lanes and a 12' passing bay and 12'climbing lane. There will be no reconstruction to improve either the horizontal or vertical alignment.

By the use of R.R.R. standards, R/W acquistion will be avoided.

1 Versteeg ✓
Anderson
2 Christensen
3 Olson
Sullivan
Terpin
Trout
4 Wakerlig

RECEIVED
OCT 29 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring ___/___/___
Action

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME) 4,800 (1979)

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☒	☐	☐	☐	☐
PROPOSED	☐	☒	☐	☐	☐	☐

DESIGN SPEED (MPH) 55

DESIGN STANDARDS R.R.R.

TRAFFIC ANALYSIS ☐ LIGHT ☒ MEDIUM ☐ HEAVY

APPROVED

Location Engineer

Date 10/22/81

FORM 734-1730 (12-78) Page 1

3 - FEATURES

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	2-11'	2-12'
SHOULDERS	2-5'	2-5'
MEDIANS		Left turn @ Sams Valley Intch.
PARKING LANES		—
SIDEWALKS		— —
BIKEWAYS		5' combined with shoulder
INTERCHANGES		— —
OTHER:		12'Climbing Lane and 12'Passing Bay

	YES	NO	MAYBE
Channelization	☒	☐	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☒	☐	☐
Illumination	☐	☒	☐
Structures	☐	☒	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☐	☐	☒
River Conover Gulch Cr.	☐	☒	☐
Stream Lengel Cr.	☐	☐	☒
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.)			
Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☐	☒
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☐	☒
Dept. of Geology & Min. Ind.	☐	☐	☒
Corps of Engineers	☐	☐	☒
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☐	☒
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☐	☒

3 - FEATURES (cont.)

	Y	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☐	☒	☐	Hydraulics Study	☐	☐	☒
Environmental Assessment	☐	☒	☐	Soils Investigation	☒	☐	☐
Statewide Assessment	☒	☐	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☐	☒	☐
Public Hearing ________	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☒	☐	☐	Reconnaissance Available	☐	☒	☐
Utilities	☐	☐	☒	Design Review	☐	☒	☐

Type electrical

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT—OF—WAY N/A	☐	☐	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	—
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	—
CORRIDOR APPROVAL	( )	—
FIELD SURVEY	(4.0)	4.0 mos.
PRELIMINARY DESIGN	( )	—
DESIGN APPROVAL/FINAL EIS	( )	—
RIGHT-OF-WAY DESCRIPTIONS	( )	—
RIGHT-OF-WAY ACQUISITION	( )	—
P.S. & E. DOCUMENTS	( )	4

RECOMMENDED CONSTRUCTION DATE	________ (Region)	[redacted] (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
concrete slab stabilization		XX
base on shoulders as needed	12"	
A.C. for overlay	7"	4"
A.C. Final (future)	1½"	1½"

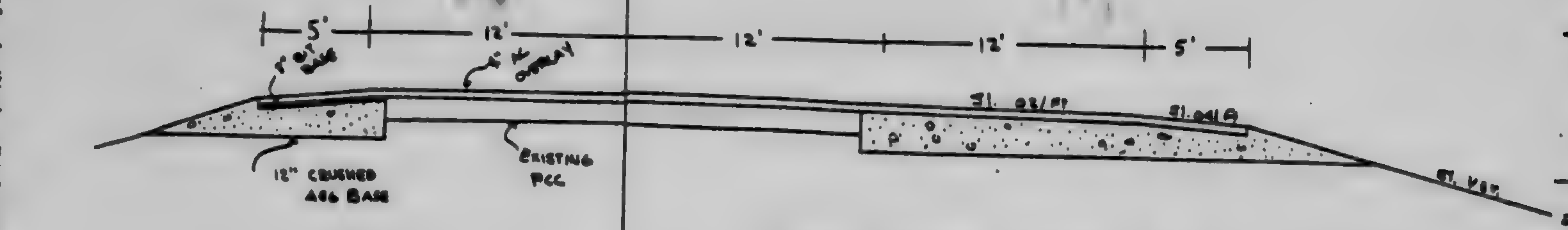
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

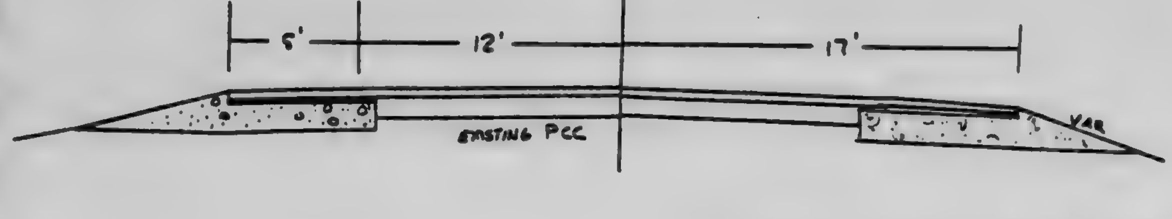
8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	65,000	52,200
RIGHT OF WAY		
TRAFFIC CONTROL	70,000	85,000
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY	1,775,000	
OTHER		
ENGINEERING & CONTINGENCIES	310,000	
PROJECT TOTAL	2,220,000	2,222,200

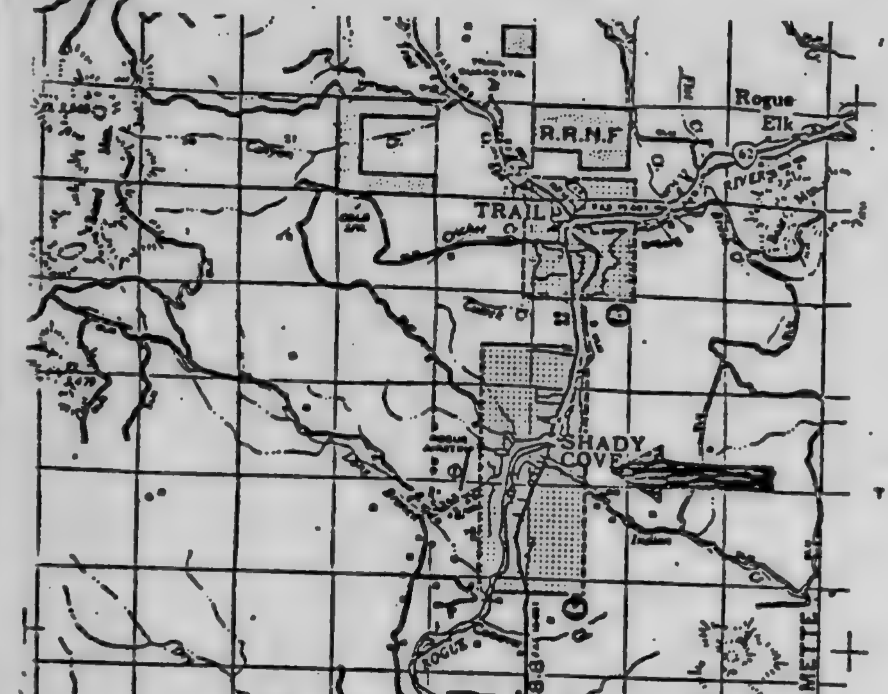
SUBMITTED BY Wm Maude


5'
12'
12'
12'
5'
12" Crushed Agg Base
Existing PCC
Sl. .02/Ft
Sl. .04/Ft
Sl. Var

Typical Section - Passing Bay, climbing Lane


5'
12'
17'
Existing PCC
Var

Typical Section - Std. Section


COUNTY
NATIONAL
T 32 S
Rogue Elk
R.R.N.F
TRAIL
SHADY COVE
WILLAMETTE
T 34 S
T 35 S
EAGLE POINT
T 36 S
R 1 W

ARRANGEMENT OF SHEETS FOR JACKSON COUNTY

GENERAL HIGHWAY MAP
JACKSON COUNTY
OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

SCALE

9152 5

U. S. DEPARTMENT OF TRANSPORTATIO FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

12-10-80

FEDERAL AID PROJECT NO. 13(8)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO. 10082

COUNTY NAME Jackson

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
DEC 15 '80
REFER TO [illegible]
FOR
Info | Inves | R/D | D/A | Sign | Act | File

12-15

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 12/10/80

FEDERAL ROUTE NUMBER Primary 13

STATE ROUTE NUMBER Primary 22

GENERAL LOCATION:

G-P-Lt. Turn

Crater Lake Highway at Junction of Sams Valley Highway

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including utility preparatory work
TEC $5,300 - F.F. $4,671
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested by Mr. Swan's PEA dated 12/2/80.

DATE 12/10/80

SIGNATURE OF APPROVING OFFICIAL G K Hassner

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1979-631-995

9732

22-N

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

7-1-80

DATE May 8, 1980

PREFIX

1 - IDENTIFICATION

PROJECT NAME: Crater Lake Hwy. @ Jct. Sams Valley Hwy.

HIGHWAY NAME: Crater Lake

HIGHWAY NUMBER: 22

REGION	ADMINISTRATIVE DISTRICT	COUNTY	CITY
3	8	Jackson	

LENGTH	MILEPOST NUMBER		
0.1	13.6 TO 13.7	☒ RURAL	☐ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO

IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS: ☐ FAI ☒ FAP ☐ FAS ☐ STATE ☐ FAUS ☐ OTHER

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☒ GRADING ☒ PAVING ☐ STRUCTURE ☒ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☒ OTHER Left Turn Refuge

PROJECT DESCRIPTION

Construct left turn refuge at the intersection of Crater Lake Highway and Sams Valley Hwy.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1979 - 5400 ~~1978~~

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☐	☐	☒	☐
PROPOSED	☐	☐	☐	☒	☐	☐

DESIGN SPEED (MPH)	DESIGN STANDARDS	TRAFFIC ANALYSIS
55		☒ LIGHT ☐ MEDIUM ☐ HEAVY

REFERRED TO

Beard
Stoudenmeyer
Cole ✓
Mann
Erikson
Watson
Hagar
Dorn
Lou
Due
[✓ Return] Discuss Do File Copy
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
Anderson
3 Christensen
3 Olson
Sullivan
Terpin
Trout
4 Wakerlig

RECEIVED
JUL 08 1980
ROAD DESIGN SECTION

Do not File
Return To
Bring
Action

APPROVED
Frank E. Terpin
Location Engineer
Date 7/1/80

FORM 734-1730 (12-78) Page 1

3 - FEATURES

	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	2 @ 12'	2 @ 12'
SHOULDERS	2 @ 4'	2 @ 6'
MEDIANS	0	0
PARKING LANES		—
SIDEWALKS		—
BIKEWAYS		Shldr Bikeway
INTERCHANGES		
OTHER:		1-14' Left turn refuge

	YES	NO	MAYBE
Channelization	☒	☐	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☒	☐	☐
Illumination	☐	☒	☐
Structures	☐	☒	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☐	☐	☒
River ______	☐	☒	☐
Stream ______	☐	☒	☐
Storm Sewer	☐	☐	☒
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☒	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☐	☒
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☐	☐
Coast Guard	☐	☐	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☐	☒

3 - FEATURES (cont.)

	Y	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☐	☒	☐	Hydraulics Study	☐	☒	☐
Environmental Assessment	☐	☒	☐	Soils Investigation	☒	☐	☐
Statewide Assessment	☒	☐	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☐	☐	☒
Public Hearing __________	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☐	☒	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☐	☒	☐
Utilities	☐	☐	☒	Design Review	☐	☒	☐

Type ____________________

4 - WORK ITEMS

	TO BE PERFORMED BY		
	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT–OF–WAY	☐	N/A	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	(20 mo.)	1 mo.
PRELIMINARY DESIGN	( )	
DESIGN APPROVAL/FINAL EIS	( )	
RIGHT-OF-WAY DESCRIPTIONS	( )	N/A
RIGHT-OF-WAY ACQUISITION	( )	N/A
P.S. & E. DOCUMENTS	( )	3

	(Region)	(Salem)
RECOMMENDED CONSTRUCTION DATE		F 2Q '83

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
Crushed Base	16"	
"B" A.C.	4"	2"

7 - TYPICAL SECTION AND LOCATION

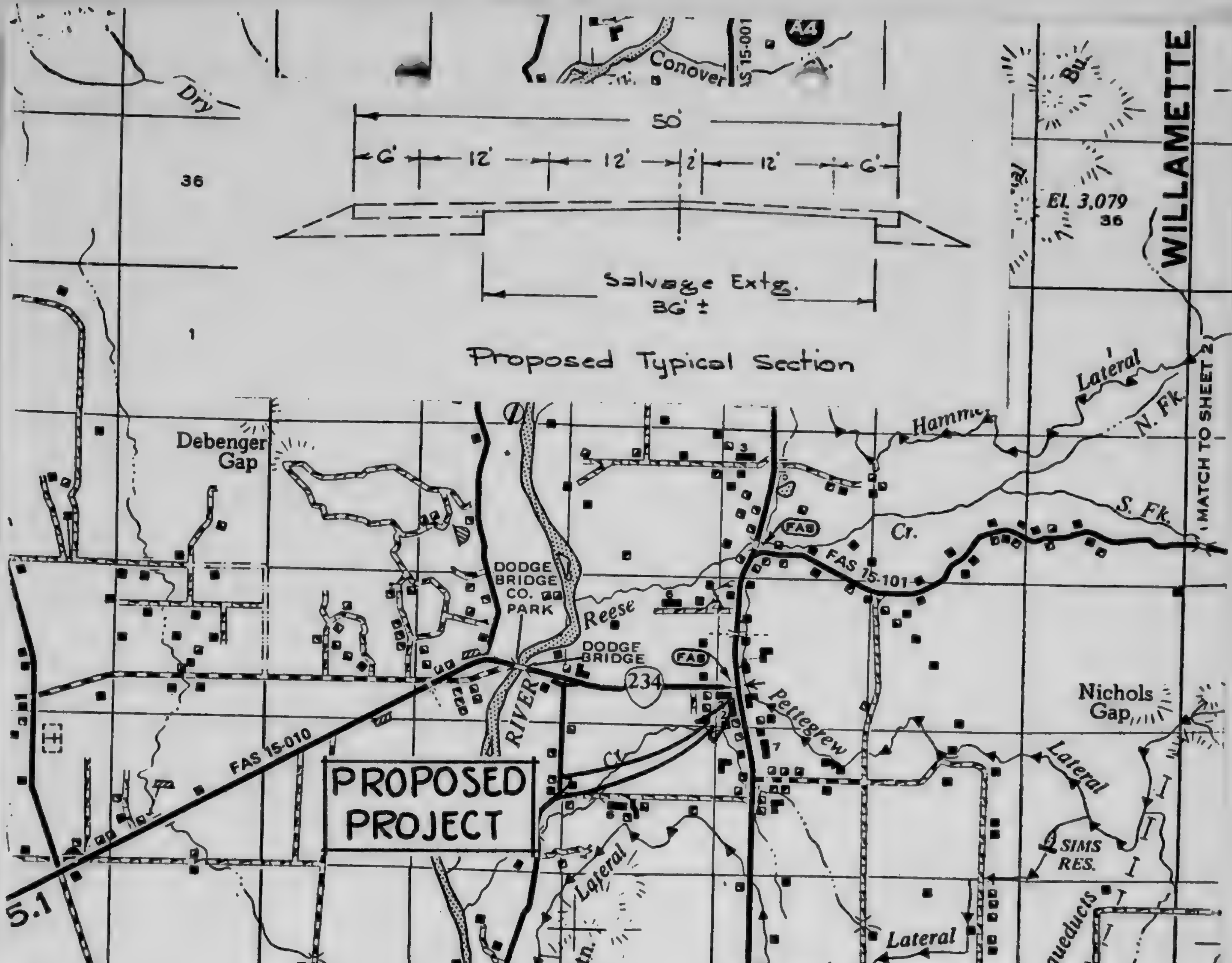
Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	2,000.00	5,300 L
RIGHT OF WAY		
TRAFFIC CONTROL		7000
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY		
OTHER		
ENGINEERING & CONTINGENCIES		
PROJECT TOTAL H.I.P. =	$35.000	

SUBMITTED BY ______________________________

FORM 734-1730 (12-78) Page 4


50'
6' 12' 12' 2' 12' 6'
Salvage Extg.
36' ±
Proposed Typical Section
PROPOSED
PROJECT
WILLAMETTE
(MATCH TO SHEET 2)
(MATCH TO SHEET 3)
(MATCH TO SHEET 4)
EAGLE POINT
Pop. 1,093
DODGE BRIDGE CO. PARK
DODGE BRIDGE
ROGUE
RIVER
Debenger Gap
Nichols Gap
SIMS RES.
Aqueducts
Lateral
Hammel
N. Fk.
S. Fk.
Little Butte Cr.
Reese
Pettegrew
Cr.
West
Nichols
Long West Mtn.
El. 1,956
Young Hill
El. 1,622
El. 1,757
El. 2,036
El. 3,079
Rader Hills
Medford
Butte
Antelope
Little
Military Sl.
Canal
Rock
VOR
ANSMITTER
2,080
ble
Dry
Conover
FAS 15-010
FAS 15-101
FAS 15-001
FAS 15-104
FAS
234
62
5.1
A4
D1
D2
R1W
36
1
31
6
12
7

1983 Airport Way-SE Powell Blvd. 9733
Sec. of E. Ptld. Frwy (I-205) in Ptld.
(Grading & paving)

STATE COPY

7

US Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

DIVISION OREGON	REPORT NO. 4	DATE OF FINAL INSPECTION RPT 7/26/85	PROJECT NO. I-205-7(89)308	COUNTY MULTNOMAH

DATE CONTRACT STARTED 1/16/84	DATE WORK COMPLETED 3/9/85	ACCEPTANCE BY CONTRACT AGENCY 2/19/86	TIME ELAPSED 100 %

LOCATION
AIRPORT WAY - S.E. POWELL BLVD., I-205

SCOPE OF PROJECT
Grading & Paving

NOTE: FHWA-47 X Submitted ___ Not required
Materials Certification X Submitted ___ Not required
There is compliance with sec. 1.23 of the Regs pertaining to encroachments on the ROW

REMARKS: X SHA procedures and controls were sufficient to assure that this project has been completed in reasonable close conformance with the approved plans and specifications including authorized changes and extra work.

The final estimated project cost is $5,170,247 including extra work and engineering.

All price agreements and extra work orders have been reviewed and are approved for participation as shown on the final progress estimate with the exception of three Price Agreements which are not shown. PA #12 is $10,674.32 credit for acceptance of non specification materials. PA #13 is a no cost specification change for 12" sewer pipe. PA #14 is payment for PCC paving cores in the amount of $3,200.00.

All Federal-aid participating work has been completed.

RECEIVED
STATE HWY. ENGR.
Assigned To: Collins
JUL 21 1992
For:
Rough Draft ☐ Adj ☐ Info ☑ Direct Reply ☐ File ☐

cc: File
[illegible]
7-22-92
gk

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE		SIGNATURE John H Gernhauser	
TITLE AREA ENGINEER	DATE 7/16/92	TITLE DISTRICT ENGINEER	DATE 7/17/92

FORM FHWA 1446B FACSIMILE

9733

J

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 2-6	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER		County Multnomah
MODIFICATION NUMBER 3	2-10-89	Project Number I-205-7(89)308

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 21, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 5,410,673.00	$ 5,350,338.00
Federal funds	$ 4,989,721.00	$ 4,928,547.00
Other revisions		

This modification is made for the following reasons: To deobligate Appn Code 042 funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 10TH day of FEB, 19 '89.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Joseph N. Speight for

MANAGER, PROGRAM SECTION
(Title)

~~XXX~~FOR: DONALD E. FORBES, P.E.

STATE HIGHWAY ENGINEER
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
(Division Administrator)

FOR: DALE E. WILKEN

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon January 31, 1989

Federal-aid Project No. I-205-7(89)308

Airport Way-S.E. Powell Blvd. Section
East Portland Freeway
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code J000
Roadway (Sta. 138+20 to Sta. 156+10)(Sta. 159+77 to Sta. 296+20)(Sta. 301+15 to Sta. 402+03.5)(Sta. 404+45.5 to Sta. 427+76)

Subtotal as on previous estimate of April 2, 1987	$ 4,825,598.50
Decrease in Construction Costs	(66,335.00)
Subtotal	$ 4,759,263.50
Engineering	573,824.50
Total	$ 5,333,088.00

Length of Roadway ---------------- 4.707 mi.
Cost of Roadway Per Mile --------- $1,133,012.11

Retain in Reserve

Total as on previous estimate of April 2, 1987 $ 11,250.00

Nonparticipating Items

Total from previous estimate of April 2, 1987 $ 6,000.00

SUMMARY OF FUNDS (92.22%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Roadway	$ 5,333,088.00	$ 4,918,173.00	$ 414,915.00
Nonparticipating Items	6,000.00	------	6,000.00
SUBTOTAL	$ 5,339,088.00	$ 4,918,173.00	$ 420,915.00
Reserve	11,250.00	10,374.00	876.00
TOTAL	$ 5,350,338.00	$ 4,928,547.00	$ 421,791.00

Sub. Job 010 = 0%; Sub. Job 011 = 100%
Contract No. 9733
Appn Code: 042
Prefix: C626-1909 (P.E.)
Prefix: C09733

DCN:bkw

9733

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 4-67

PROJECT REPORT NUMBER

MODIFICATION NUMBER 2

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

4-10-87

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

State: Oregon

County: Multnomah

Project Number: I-205-7(89)308

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 21, 1983, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 5,175,673	$ 5,410,673
Federal funds	$ 4,773,004	$ 4,989,721
Other revisions		

This modification is made for the following reasons:

To include State Force Order No. 10

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 10TH day of APR, 1987

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXXFor: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon April 2, 1987

Federal-Aid Project No. I-205-7(89)308

Airport Way - S.E. Powell Blvd. Section
East Portland Freeway
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code J000
Roadway (Sta. 138+20 to Sta. 156+10)(Sta. 159+77 to Sta. 296+20)(Sta. 301+15 to Sta. 402+03.5)(Sta. 404+45.5 to Sta. 427+76)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT	
Monumentation of Right of Way	- - -	- - -	- - -	- - -	$235,000.00	
					$235,000.00	
					Increase	$ 235,000.00
		Subtotal from Estimate of December 5, 1983				4,590,598.50
					Subtotal	$4,825,598.50
					Engineering	573,824.50
					Total	$5,399,423.00

Length of Roadway ------------------- 4.707 mi.
Cost of Roadway Per Mile ------------ $1,097,179.31

Work Retained in Reserve

Drainage Corrections	All Required	$ 10,000.00
	Subtotal	$ 10,000.00
	Engineering	1,250.00
	Total	$ 11,250.00

SUMMARY OF FUNDS (92.22%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
Roadway	042	$5,399,423.00	$4,979,347.00	$420,076.00
Reserve	042	11,250.00	10,374.00	876.00
TOTAL		$5,410,673.00	$4,989,721.00	$420,952.00

Reimbursement 100% $5,175,673 Public Law 97-424, S145

Group 1 = 100%; Group 8 = 0.00%
Contract No. 9733
Prefix: 626-1909
Prefix: C09733

NONPARTICIPATING STATE WORK

State Responsibility for Damages	All Required	$ 6,000.00

RLC:me

9733

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 10-269		State Oregon
PROJECT REPORT NUMBER		County Multnomah
MODIFICATION NUMBER 1		Project Number I-205-7(89)308

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

10-1-84

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on December 21, 19 83,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 5,175,673	$ 5,175,673
Federal funds	$ 5,175,673	$ 4,773,004
Other revisions		

(Note: Additional Federal funds collected - $141,766.01)

This modification is made for the following reasons: "The project agreement executed 12-21-83 is modified to decrease Federal-aid participation to 92.22 percent in accordance with P.L. 97-424, Section 145."

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 1st day of October, 19 84.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

AIRPORT WAY - POWELL BLVD
MULTNOMAH CO
626-1089

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

2733

STATE COPY

Gen File

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 12-176 + 177	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	State Oregon County Multnomah Project No. I-205-7(89)308

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Airport Way-S.E. Powell Blvd.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	9-28-83	4.707
OTHER *(Specify)*		

FUNDS Pro-rata 92.22%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 5,175,673.00	$ 4,773,004.00*

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

*See additional provisions on back.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator DEC 21 1983

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

OREGON STATE HIGHWAY DIVISION
SALEM, OR December 5, 1983

FEDERAL AID PROJECT
No. I-205-7(89)308

Airport Way-S.E. Powell Blvd. Section

East Portland Freeway

Multnomah County

PROJECT AGREEMENT ESTIMATE

TYPE CODE J000
ROADWAY (Sta. 138+20 to Sta. 156+10) (Sta. 159+77 to Sta. 296+20)
(Sta. 301+15 to Sta. 402+03.5) (Sta. 404+45.5 to Sta. 427+76)

Mobilization		All Required		$ 450,000.00
Temporary Protection and Direction of Traffic		All Required		50,000.00
Temporary Signs	719	Sq.Ft.	5.00	3,595.00
Temporary Barricades	6	Each	100.00	600.00
Temporary Plastic Safety Markers	290	Each	50.00	14,500.00
Flagmen	1,600	Hour	8.00	12,800.00
Sequential Arrow Signs	2	Each	2,000.00	4,000.00
Removal of Structures and Obstructions		All Required		25,000.00
Stripe Removal	15,000	Lin.Ft.	0.20	3,000.00
General Excavation	75,317	Cu.Yd.	2.50	188,292.50
Trench Excavation	79	Cu.Yd.	7.00	553.00
Finishing Roadbed and Slopes		All Required		30,000.00
Treated Base Mixture	40,000	Ton	7.00	280,000.00
Cement in Treated Base Mixture	2,200	Ton	65.00	143,000.00
1"-0 Aggregate Base	1,180	Ton	5.00	5,900.00
Class "B" Asphalt Cement	400	Ton	30.00	12,000.00
Continuously Reinforced Concrete Pavement	146,900	Sq.Yd.	16.47	2,419,443.00
Reinforced Concrete Pavement	1,950	Sq.Yd.	65.00	126,750.00
Pavement Terminal Anchors	778	Lin.Ft.	290.00	225,620.00
Terminal Expansion Joints	389	Lin.Ft.	290.00	112,810.00
12-inch Sewer Pipe	350	Lin.Ft.	5.00	1,750.00
Concrete Inlets, Type G-2	24	Each	400.00	9,600.00
Concrete Inlets, Type G-2 (State "B")	4	Each	200.00	800.00
Guard Rail, Type 2A	4,700	Lin.Ft.	15.00	70,500.00
Guard Rail, Type 3	1,213	Lin.Ft.	25.00	30,325.00
Metal Median Barrier	10,290	Lin.Ft.	15.00	154,350.00

Guard Anchors, Type 2	1	Each	400.00	400.00
4-inch Concrete Surfacing	700	Sq.Yd.	10.00	7,000.00
Concrete Curbs	52,400	Lin.Ft.	2.10	110,040.00
Concrete Barrier	4,463	Lin.Ft.	15.00	66,945.00
Adjust Concrete Barrier	1,000	Lin.Ft.	5.00	5,000.00
Mono-Directional Crystal Type 1 Marker	1,450	Each	2.00	2,900.00
White Type II Markers	5,800	Each	3.00	17,400.00
Roadside Seeding and Mulching	5	Acre	600.00	3,000.00
				$ 4,587,873.50

Anticipated Items

Permanent Pavement Striping	All Required	$ 6,800.00
Temporary Erosion Control	All Required	1,000.00
On The Job Trainees (2=2,000 hr. x $0.80)	All Required	1,600.00
Salvage Concrete Median Barrier	All Required	(6,675.00)
		$ 2,725.00

Subtotal	$ 4,590,598.50
Engineering	573,824.50
Total	$ 5,164,423.00

Length of Roadway	4.707 mi.
Cost of Roadway per mile	$1,097,179.31

Work Retained in Reserve

Drainage Corrections	All Required	$ 10,000.00

Subtotal	$ 10,000.00
Engineering	1,250.00
Total	$ 11,250.00

Summary of Funds (92.22%)

Description	Total Cost	Federal Funds	State Funds
Roadway	$5,164,423	$4,762,630	$401,793
Reserve	11,250	10,374	876
	$5,175,673	$4,773,004	$402,669

Reimbursement 100% $5,175,673 Public Law 97-424, S145

Group 1 100%; Group 8 0.00%
Contract No. 9733
Prefix: 626-1909
Prefix: 626-1089

DAR:lks

Airport Way - S.E. Powell Blvd.

Nonparticipating - State Work

State Responsibility for Damages All Required $ 6,000.00

DAR:lks

9733

Washington State Department of Transportation
Transportation Building KF-01
Olympia, Washington 98504-5201
206 753-6005

Duane Berentson
Secretary of Transportation

October 19, 1987

Contract No. 9733

James McNamee
Sent to ↑
for handling
[illegible]

Attn: Project Engineer
Oregon Transportation
Commission
Transportation Bldg.
Salem, OR 97310

Re: Wildish Construction Co.
I-205 Airport Way to Powell
Completed April 1985

Dear Sir:

In order to assure that contractors engaged in construction projects for the Department of Transportation are sufficiently qualified, requirements have been established by RCW 47.28.070. (copy attached) which provides the criteria for prequalification. Your assistance is requested in carrying-out our responsibilities in the prequalification process.

The referenced firm has requested prequalification to bid on highway work for the Washington State Department of Transportation. To assist us in judging this contractor's qualifications, we would appreciate your answering the following questions regarding your experience with that firm on work performed for you. We will endeavor to keep such information you provide confidential, however, we must advise that it may be subject to public disclosure.

Please furnish the information requested herein and return this letter to us at your earliest convenience. Please indicate your evaluation of this firm's qualifications by making a check mark at the right of each term which you feel conforms best to your evaluation of your experience with the firm in the respects shown.

PROGRESS OF WORK:

Excellent	( )	Marginal	( )
Satisfactory	( )	Unsatisfactory	( )

Comments: ______________________________

QUALITY OF WORK:

Excellent	( )	Marginal	( )
Satisfactory	( )	Unsatisfactory	( )

Comments: ______________________________

9733

June 6, 1986

CON 5 - #9733

St. Paul Fire & Marine Ins. Co.
825 N.E. Multnomah
Suite 800
Portland, OR 97232

On February 25, 1986, we wrote to you concerning release of final payment on Contract No. 9733 awarded to Sauble Landscaping, Inc. dba Standard Paving and Huckaba & Sons Construction Co., JV for work on the Airport Way-S.W. Powell Boulevard Section of the East Portland Freeway in Multnomah County.

Final payment on this contract is $7,341.53 and the total contract amount is $4,740,940.82 including $70,869.36 for work performed under force account.

Robert W. Gormsen
COMMISSION SERVICES

cgc

cc: Sauble Landscaping, Inc. dba
Standard Paving and Huckaba &
Sons Construction Co., a JV
P.O. Box 1671
Lake Oswego, OR 97034

bc: C. O. Fredrickson
Walt Hart
E. L. Hardt

March 18, 1986

CON 5
#9935
#9733

Standard Paving
P.O. Box 7428
Eugene, OR 97401

Attention: Richard E. Wildish
President

Thank you for a copy of your letter dated February 28, 1986, addressed to R. A. Hatch releasing your claim filed August 27, 1985 against Contract No. 9935.

This was in reference to the Roadway Constructors Corp. and R. A. Hatch Co., JV, Contract No. 9935 for work on the South Tigard Interchange-Willamette River Bridge Section of the Pacific Highway in Washington and Clackamas Counties.

This information will be noted in our records.

Please let us know when the claim has been released on Contract No. 9733.

Robert W. Gormsen
COMMISSION SERVICES

cc: Roadway Constructors Corp.
and R. A. Hatch Co., JV
P.O. Box 6179
Bend, OR 97708

The American Insurance Co.
Attn: Fidelity & Surety Dept.
P.O. Box 3825
Portland, OR 97208

Corroon and Black of Oregon
P.O. Box 8699
Portland, OR 97207

bc: Secretary of State Filed 9-13-85 #CL1985-0137

bbc: Bryant Jackmond

FKN:cc

NOTED ON CARD
3-18-86 cc

STANDARD PAVING
P. O. BOX 7429
EUGENE, OREGON 97401
(503) 485-1700

February 28, 1986

R. A. Hatch
Attn: Micheal Durbin
P O Box 6179
Bend, Or. 97708

Subject: Release of Claim on Bond Contract 9935 S Tigard Intchg Willamette River Brdg.

Dear Mr. Durbin:

Please be advised that Standard Paving hereby releases the Notice of Claim filed August 27, 1985 against the bond for the contract known as 9935 S Tigard Intchg Willamette River Brdg.

Settlement in full has been reached by both companies against claims on each others bonds involving Contract 9935 and Contract 9733.

Please issue to us written notice of claim release on Contract 9733.

Very truly yours,

STANDARD PAVING

Richard E. Wildish
President

Enclosure (1)

cc: American Ins. Co.
Attn: Fidelity & Surety Dept
Bond No. SC 643 37 70
Your File: H864S-546571
P O Box 3825
Portland, OR 97208

Oregon State Highway Division
Dept. of Transportation
Room 435, Transportation Bldg.
Salem, OR 97310

REW/llh

NOTED
F.R. GRIFFIN

RECEIVED
MAR 4 - 1986
SERVICES

RECEIVED
HIGHWAY [illegible]

AN EQUAL OPPORTUNITY EMPLOYER

9733

ic

U. S. DEPARTMENT OF TRANSPORTA ON
FEDERAL HIGHWAY ADMINISTR ON

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-205-7(89)308

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80158

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
OCT 31 '85
REFER TO Potter!
FOR
Info | Invest | R/D | D/R | Sign | Act | File

7. DATE AUTHORIZATION EFFECTIVE July 22, 1985

8. FEDERAL ROUTE NUMBER Interstate 205

9. STATE ROUTE NUMBER Primary 64

10. GENERAL LOCATION:

Airport Way - S. E. Powell Blvd.

11. GENERAL DESCRIPTION OF WORK

Monument the Right-of-Way centerline & boundaries and file plats with the County Surveyor.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 7-22-85 as requested in Mr. Fredrickson's letter of 10-22-85 as being cost effective for the use of State forces to proced with the above work. State Force Order No. 10 is approved to a TEC of $235,000; Federal Funds $216,717.

14. DATE 10/29/85

15. SIGNATURE OF APPROVING OFFICIAL Christianson

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

CL1985-0149

N

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
SEP 9 1985
BARBARA ROBERTS
SECRETARY OF STATE

September 5, 1985

IN REPLY REFER TO FILE NO.: CON 5
#9733

Hopsing Construction, Inc.
P.O. Box 1346
Tualatin, Oregon 97062

Attn: Richard N. Hatch
Vice President and Secretary

This will acknowledge your letter dated August 8, 1985, filing a claim against the following Highway Division contract:

FILED BY:	Hopsing Construction, Inc.
AMOUNT:	$28,348.16
AGAINST:	Sauble Landscaping, Inc. DBA Standard Paving and Huckaba & Sons Construction Co.
CONTRACT NO.:	9733
PROJECT:	Airport Way-S.E. Powell Boulevard Section, East Portland Freeway, Multnomah County
SURETY:	St. Paul Fire & Marine Ins. Co.

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

NOTED ON CARD
9-20-85 ar

cc: Sauble Landscaping, Inc. DBA Standard
Paving and Huckaba & Sons Construction Co.
P.O. Box 1671
Lake Oswego, OR 97034

St. Paul Fire & Marine Ins. Co.
825 N.E. Multnomah, Suite 800
Portland, OR 97232

RECEIVED
SEP 10 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

bc: ✓ Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

HOPSING CONSTRUCTION, INC.
P.O. Box 1346, Tualatin, Oregon 97062, 503-684-1432

August 8, 1985

State of Oregon
Department of Transportation
Highway Division
121 Transportation Bldg.
Salem, Oregon 97310

Attn: Robert Gormsen, Manager
Commission Services

Re: OSHD Contract 9733
Airport Way - S.E. Powell Blvd Sec.
East Portland Freeway

Gentlemen:

Hopsing Construction, Inc. performed subcontract work on subject project for Standard Paving Co., P.O. Box 1671, Lake Oswego, Oregon 97034.

Payment for this work still due Hopsing Construction, Inc. is $28,348.16 .

You are notified that Hopsing Construction, Inc. looks to the State of Oregon and the Bond provided by Standard Paving Co. for payment of the above amount.

Sincerely,

HOPSING CONSTRUCTION, INC.

Richard N. Hatch
VP/Sec.

cc: James McNamee, Resident Engineer

9733CL 1985-0138

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
SEP 9 1985
BARBARA ROBERTS
SECRETARY OF STATE

September 5, 1985

CON 5
#9733 IN REPLY REFER TO FILE NO.:

R. A. Hatch Co.
P.O. Box 6179
Bend, OR 97708

Attn: Gerald B. Johnston
Vice President/Controller

This will acknowledge your letters of August 8 and 27, 1985, addressed to James McNamee, filing a claim against the following Highway Division contract:

FILED BY: R. A. Hatch Co.

REVISED AMOUNT: $15,341.99

FOR: Use of equipment

AGAINST: Sauble Landscaping, Inc. DBA Standard Paving and Huckaba & Sons Construction Co.

CONTRACT NO.: 9733

PROJECT: Airport Way-S.E. Powell Boulevard Section, East Portland Freeway, Multnomah County

SURETY: St. Paul Fire & Marine Ins. Co.

BOND NO.: None given

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

NOTED ON CARD
9-20-85ac

cc: Sauble Landscaping, Inc. DBA Standard
Paving and Huckaba & Sons Construction Co.
P.O. Box 1671
Lake Oswego, OR 97034

St. Paul Fire & Marine Ins. Co.
825 N.E. Multnomah, Suite 800
Portland, OR 97232

RECEIVED
SEP 10 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

R.A.Hatch Co.
General Contractors
Post Office Box 6179
Bend, Oregon 97708
(503) 382-8418

August 8, 1985

Oregon State Highway Department
James McNamee
Resident Engineer
3700 S.E. 92nd Ave.
Portland, Oregon 97266

Re: OSHD Project #9733
Airport Way - S.E. Powell Blvd.
Contractor - Standard Paving

Dear Mr. McNamee,

This letter is to inform you that we have a claim against the Bond of Standard Paving, in the amount of $13,247.31. This claim is for equipment use by Standard Paving of R.A. Hatch Co. equipment. Please supply us with the Bonding company and Bond number for Standard Paving at your earliest convenience.

Thank you,

Gerald B. Johnston
Vice President/Controller

cc; Standard Paving
Oregon Secretary of State
Bob Goramsen/Commisiion Services

RECEIVED
AUG 12 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

R. A. Hatch Co.
General Contractors
Post Office Box 6179
Bend, Oregon 97708
(503) 382-8418

August 27, 1985

CERTIFIED MAIL - Receipt No. P496 558 277
RETURN RECEIPT REQUESTED

St. Paul Fire & Marine Insurance Co.
825 N.E. Multnomah, Suite 800
Portland, Oregon 97232

Re:	Project Name/Contract No.	Airport Way - S.E. Powell Blvd.
	Contractor	Sauble Landscaping & Sons Construction Co., Inc. DBA Standard Paving and Huckaba
	Surety	St. Paul Fire & Marine Insurance Co.
	Claimant	R. A. Hatch Co.
	Amount	$15,341.99

Gentlemen:

Enclosed please find a copy of the revised Notice of Claim originally submitted on August 8, 1985.

Yours truly,

R. A. HATCH CO.

Gerald B. Johnston
Vice President/Controller

GBJ:df

enc.

cc: Barbara Roberts
Standard Paving
James McNamee
Robert Gormsen ✓

RECEIVED
AUG 28 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

R.A. Hatch Co.
General Contractors
Post Office Box 6179
Bend, Oregon 97708
(503) 382-8418

August 27, 1985

TO:

Barbara Roberts
Secretary of State
State Office Bldg.
Salem, Oregon 97301

St. Paul Fire & Marine Insurance Co.
825 N.E. Multnomah, Suite 800
Portland, OR 97232

Standard Paving
P. O. Box 1671
Lake Oswego, OR 97034

James McNamee, Resident Engineer
Oregon State Highway Department
3700 S.E. 92nd Avenue
Portland, OR 97266

NOTICE OF CLAIM

Project/Contract No.	Airport Way - S.E. Powell Blvd. OSHD Contract No. 9733
Contractor	Standard Paving
Surety	St. Paul Fire & Marine Insurance Co.
Claimant	R. A. Hatch Co.
Amount	$15,341.99

NOTICE IS HEREBY GIVEN that the undersigned, R. A. Hatch Co., an Oregon Corporation, has a claim for certain equipment rented to Standard Paving, for and used in the construction of the project described herein, which claim is in the total sum of $15,341.99, together with lawful interest thereon, against the bond taken from Standard Paving.

Demand is hereby made for payment of the above-stated indebtedness in the sum of $15,341.99, together with lawful interest.

You and each of you are hereby notified that, unless the amount due and owing is paid forthwith, suit may be instituted upon the bond.

DATED this 27th day of August, 1985.

R. A. HATCH CO.

By:

as Its Vice President/Controller

RECEIVED
AUG 29 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

006

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Airport Way — S.E. Powell Blvd.

WEEK ENDING: June 15, 1985

SECTION PREFIX: 626-1089

HIGHWAY: East Portland Freeway

COUNTY: Multnomah

NAME OF JOB: Airport Way - S.E. Powell Blvd.

KIND OF WORK: Grading and Paving

CONTRACTOR: Sauble Landscaping, Inc. dba Standard Paving & Huckaba & Sons Construction Co.

CONTRACT NUMBER: 9733

FEDERAL AID PROJECT NUMBER: I-205-7(89)308

DATE OF CONTRACT: November 3, 1983

DATE WORK STARTED: January 16, 1984

ESTIMATED COMPLETION DATE: March 1985

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 300

WORK DAYS USED:

CALENDAR DAYS USED: 300

SPECIFIED COMPLETION DATE: March 10, 1985

PERCENT OF TIME ELAPSED: 100

PROJECT AUTHORIZATION: $ 5,183,257.69

EXCLUSIVE OF ENGINEERING: $ 4,814,195.81

ENGINEERING AUTHORIZATION: $ 369,061.88

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 4,771,023.57

ENGINEERING COST TO DATE: $ 240,000.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 98

ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0.9 %

PERCENT OF AUTHORIZATION: 65 %

DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

PCC Paving	DRAINAGE	GRADING	BASE	Asph Paving	Guardrail	Conc Barrier	Seeding
100	100	100	100	100	100	100	100

	GRADING	Drainage	Base	Asphalt Paving	PCC PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	75,317 CY	12,703	43,380 T	400 T	148,850 SY
TOTAL QUANTITIES CORRECTED TO DATE	29,036 CY	14,591	40,000 T	329 T	150,960 SY
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	29,036 CY	14,591	40,000 T	329 T	150,960 SY
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				F RECEIVED
THURSDAY				
FRIDAY				CONSTRUCTION
SATURDAY				SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	NO ACTIVITY FROM June 9, 1985 to June 15, 1985
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final submitted today, June 14, 1985

SIGNED ____________ LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP*F216

ROAD DESIGN-HIGHWAY

DES 16
TRA 16-2

C. O. Fredrickson
Construction Engineer

February 28, 1985

RECEIVED
MAR 1 1985
ROAD DESIGN SECTION

RDE
FDE
LE
SE
FPC
PDE
LFE
GTE

CA
Copy All
Return To
B/U / /

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TRA 16-2

Richard A. Kuehn, P.E.
Final Design Engineer

Conditional Approval of Lear
Siegler Traffic Channelizer

During the past construction season, the Lear Siegler Traffic Channelizer, a temporary plastic safety marker was allowed to be installed on a "trial-use" basis on the Airport Way-SE Powell Blvd. construction project.

Subsequently, the Project Manager wrote a memo which evaluated the subject product's performance compared to similar devices in use on the project at the same time. The evaluation was generally favorable. However, the Project Manager did comment that the Lear Siegler device appears to overturn slightly easier than the approved device. The "Traffic Channelizer" was evaluated over a period of more than six months to be certain that the material does not discolor due to sunlight exposure. The performance of the device has been judged to be acceptable.

We now propose to change the status of the "Traffic Channelizer" from "trial-use" to "conditionally-approved". The "conditionally-approved" status is intended to let the Project Managers further evaluate these plastic safety markers under varying field conditions. If they do not perform their function in a satisfactory manner, the Project Manager can require the Contractor to remove them from the project and replace them with approved plastic safety markers at no additional expense to the State.

This device has a flat side which prevents rolling upon impact. The dimension measured from the flat side to the opposite side is approximately 14½ inches. However, according to past Federal interpretations of the MUTCD, the "diameter" across the top of the product must be a minimum of 18 inches. A new Federal interpretation on the method of measuring and minimum required dimensions is forthcoming in the Federal Register. It is anticipated that the method of measurement will be changed to allow the use of the subject product. One additional requirement for the proposed "conditionally-approved" status is that the "Traffic Channelizer" shall meet all the requirements of the new interpretation to be printed in the Federal Register. If the requirements are not met, the "conditionally-approved" status may be revoked.

Will you please advise the Project Managers of the status of the Lear Siegler Two-Piece Traffic Channelizer and request their input to this office regarding field performance and durability of the product.

AA:mg
Attachments

cc: Ed Hardt w/attachments
Jim McNamee " "
Andy Anderson "

MG

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16

TO: MEMO TO THE FILE

DATE: April 11, 1984

FROM: Andy Anderson
Andy Anderson, P.E.
Sign Design Supervisor

SUBJECT: Trial Use of Lear Siegler "Traffic Channelizer"
Airport Way-S.E. Powell Blvd. Section
East Portland Freeway
Multnomah County
Contract No. 9733

Versteeg
[illegible]
Adams
[illegible]
Edwards
Terpin
Trout
Wakerlig

RECEIVED
APR 12 1984
ROAD DESIGN
SECTION

Do Not File
Return to
Bring Up ..../..../....
Action

The State has been approached by Gaynetco and Lear Siegler Inc. with requests to place the new Lear Siegler "Traffic Channelizer" on a State project for product suitability evaluation.

The "Traffic Channelizer" is a modification of the original drum by Lear Siegler which is currently approved for use on State projects, but is out of production. The modification reduced the base diameter to 21 inches, which does not meet our specifications. Also, the base in contact with the ground is approximately 15-1/2 inches in diameter, which may be unstable in wind turbulence caused by large trucks. Therefore, we must require evaluation on a trial use basis before the product can be considered for approval on a "conditional use" basis.

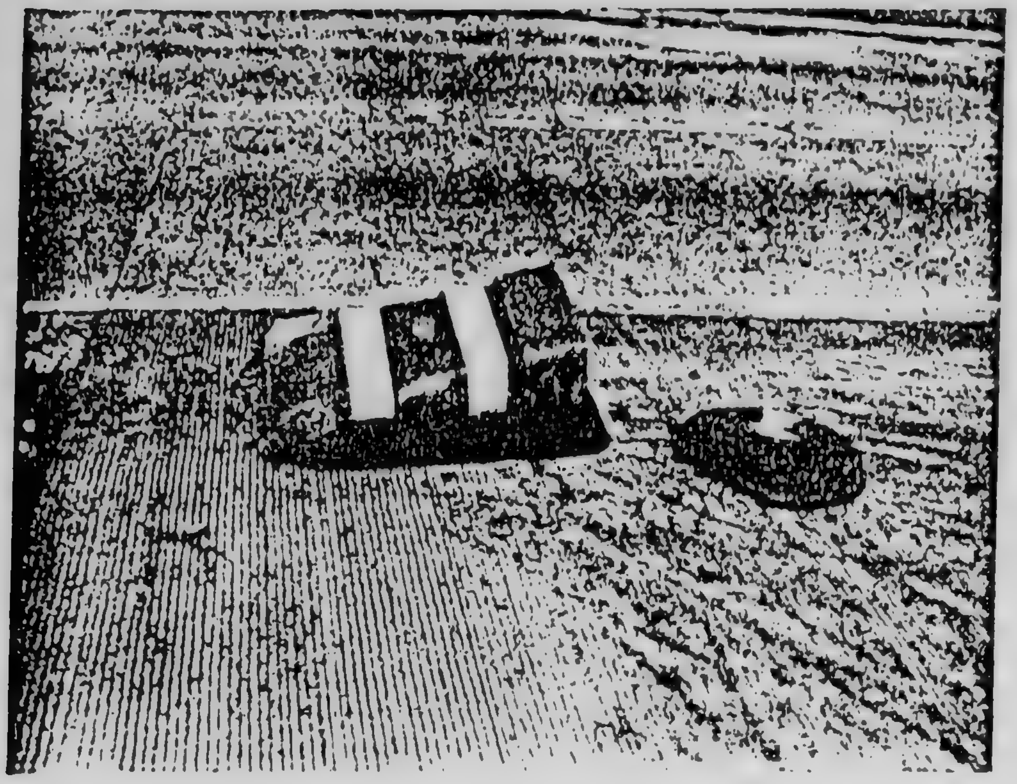
Jim McNamee, Project Manager on the above-named project, was contacted by Gaynetco to gain approval for a trial of the plastic safety marker. He agreed to use them on this project providing it does not incur any cost to the State. They shall have his approval by visual inspection prior to placement on the project. I contacted him and he agreed to evaluate the plastic safety marker's performance and write a memo regarding its suitability when compared with other approved plastic safety markers on this project.

It is understood that if the new plastic safety markers do not perform satisfactorily in Jim McNamee's judgment, they shall be removed immediately from the project.

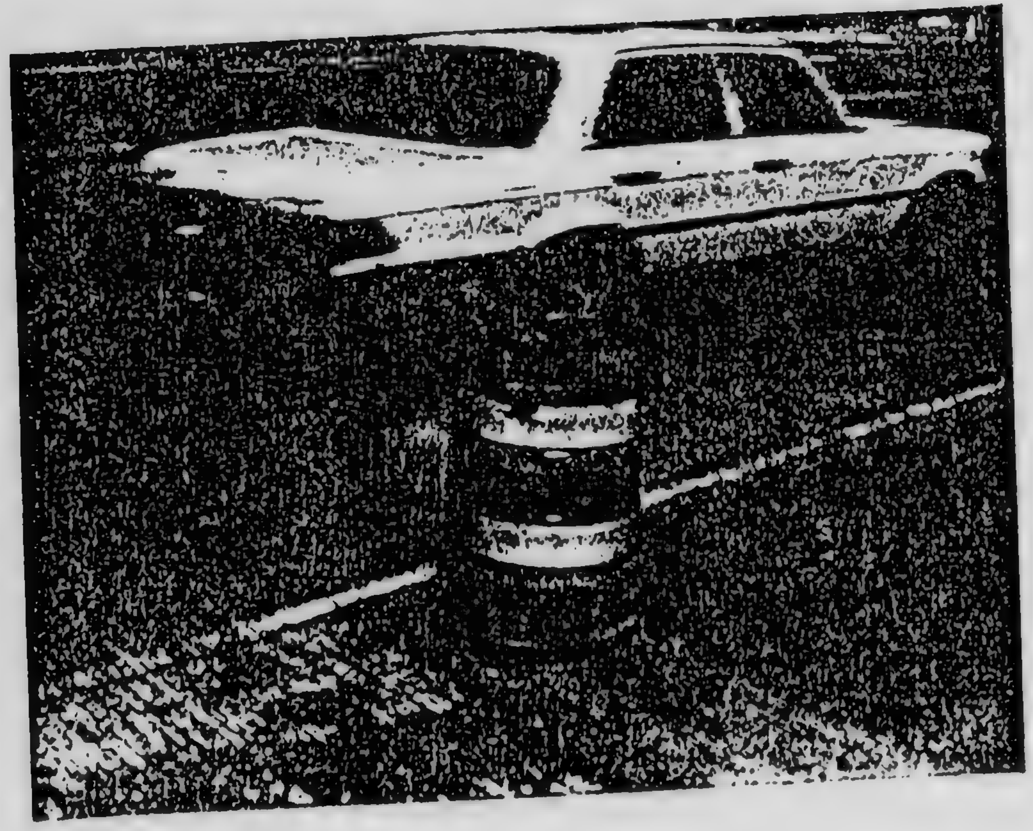
AA:ja

cc C. O. Fredrickson
Ed Hardt
Don Adams
Jim McNamee
Andy Anderson

[illegible] 1387



Traffic
Channelizer
Hit by
Vehicle



Dents
pushed out
/ put back
into Service.

We're Ready!

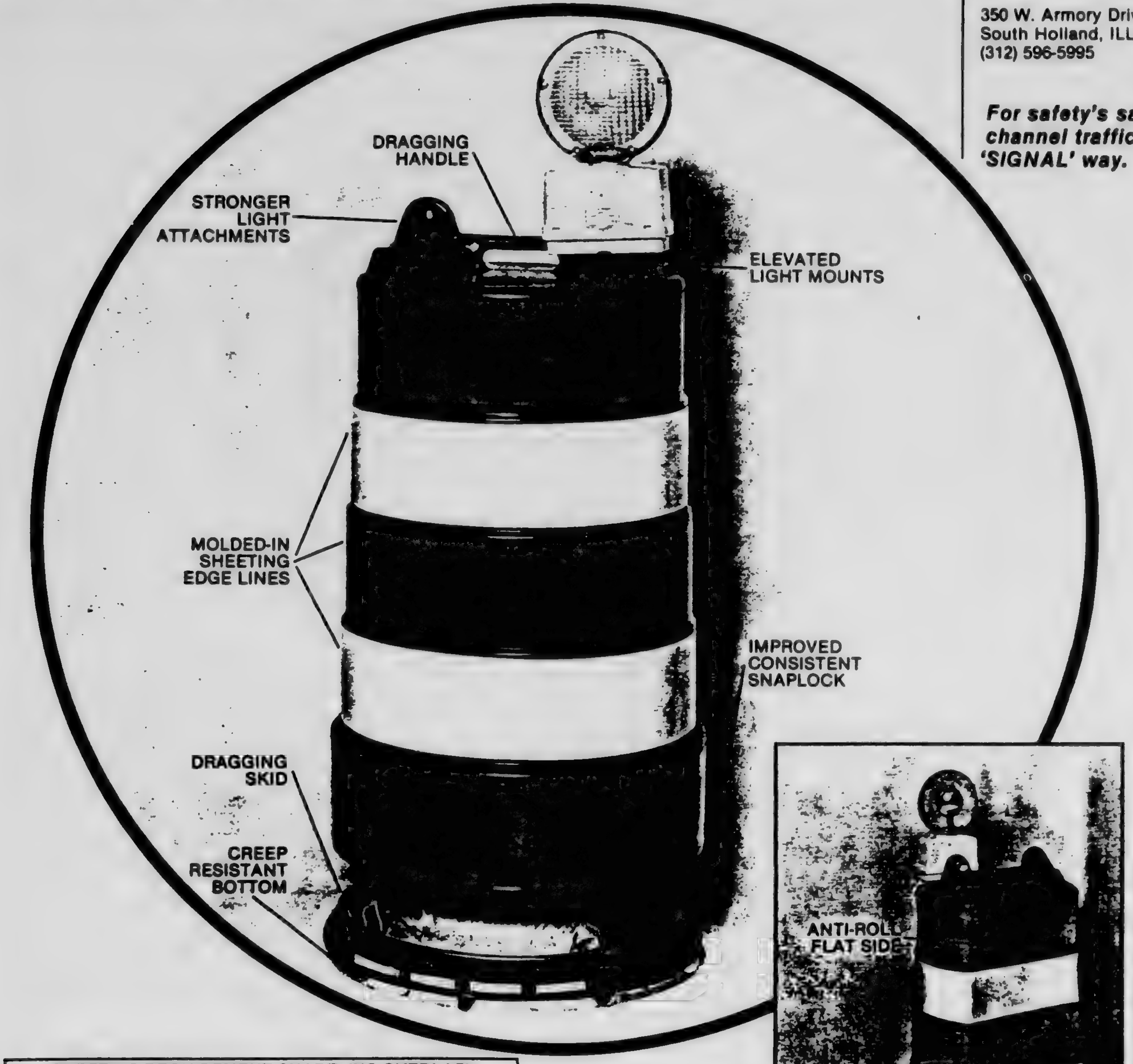
two-piece breakaway
TRAFFIC CHANNELIZER

MEETS OR EXCEEDS ALL FEDERAL MUTCD SPECIFICATIONS

LEAR SIEGLER, INC.
SIGNAL DIVISION
1370 Esperanza Street
Los Angeles, CA 90023
(213) 269-0321

350 W. Armory Drive
South Holland, ILL 60473
(312) 596-5995

For safety's sake channel traffic the 'SIGNAL' way.


DRAGGING HANDLE
STRONGER LIGHT ATTACHMENTS
ELEVATED LIGHT MOUNTS
MOLDED-IN SHEETING EDGE LINES
IMPROVED CONSISTENT SNAPLOCK
DRAGGING SKID
CREEP RESISTANT BOTTOM
ANTI-ROLL FLAT SIDE

SHEETING REQUIREMENT CHART: (NO OVERLAP)

Band	Circumference (Length)	Square Feet	
		6" Wide	4" Wide
Top	54.61"	2.18	1.52
#2	56.22"	2.25	1.56
Center	57.83"	2.31	1.61
#4	59.43"	2.37	1.65
Bottom	63.46"	2.53	1.76
Total (5) bands	291.55"	11.64	8.10

TWO-PIECE BREAKAWAY TRAFFIC CHANNELIZER

FEATURES	**ADVANTAGES**	**BENEFITS**
Stronger light attachment	Takes higher impact and resists theft	Reduced product liability exposure, and channelizer/light loss
Light attachment isolated from direct impact	Minimizes incidence of light separation	Reduced product liability exposure, and channelizer/light loss
Elevated light mount	Increased visibility, ease of installation and keeps battery dry	Labor savings, reduced installation and operating cost
Stackable with lights installed	Lights do not have to be removed prior to stacking	Labor cost savings
Molded-in light attachment instructions	Utilization of bolt protector reduces light loss	Reduced product loss
Dragging handle	Increased portability in use	Labor savings and ease of operation
Completely enclosed top	Stronger, keeps ballast dry	Reduced attrition of device and ballast
Molded-in traffic alignment guide	Device indicates proper alignment to user	Reduce product liability exposure
Diameter and height meets or exceeds Federal Requirements	Complies with Federal MUTCD Specifications	Reduced product liability exposure
Improved low temperature impact range from −20°F to −40°F	Device will take repeated impacts at lower temperatures	Reduced product replacements costs
Reduced circumference of all sheeting bands	Uses less reflective sheeting	Reduced sheeting costs
Surface treatment of device	Improved sheeting adhesion	Reduced sheeting replacement costs
Molded-in sheeting edge lines	Enhances sheeting application	Labor savings and assures compliance with Federal MUTCD Specifications
255° of reflective curved surface	Slight misalignment does not reduce target value	Reduced alignment time and positioning cost
Minimize changes in direction of reflective sheeting	Reduced stress cracking at changes in direction of reflective sheeting	Longer reflective sheeting life
Generous corner radii throughout device	Minimized splitting and tearing upon impact	Longer life
Anti-roll design	Anti-roll of upper portion upon impact and separation	Minimizes hazard, reducing product liability exposure
Tapered design	Promotes stacking of device and protects sheeting	Reduced transportation, storage and sheeting replacement costs
Improved consistent snaplock design	Inadvertent disassembly eliminated	Reduced product replacement cost; labor savings
Built-in drag skid	Channelizer can be easily repositioned with ballast intact	Labor savings resulting in elimination of disassembly and reassembly
Waffle pattern surface on base	Creep resistance	Minimized repositioning, results in labor savings
Stackable/interlocking base	Stacking and nesting requires less space and creates a stable package	Reduced storage and transportation cost
New, low-profile base	Reduced height allows low undercarriage vehicles to clear base upon impact	Reduced destruction of base

DISTRIBUTED BY:

©
LEAR SIEGLER, INC.
SIGNAL DIVISION
1370 ESPERANZA ST. • LOS ANGELES, CALIFORNIA 90023 • (213) 269-0321
350 W. ARMORY DR. • SOUTH HOLLAND, ILLINOIS 60473 • (312) 596-5995

LEAR SIEGLER, INC.
SIGNAL DIVISION

SPECIFICATIONS

PLASTIC TWO-PIECE BREAKAWAY TRAFFIC CHANNELIZER

SCOPE: This specification covers a 38-5/8" tall orange plastic Traffic Channelizer, reflectorized and lighted if desired. The Channelizer is designed to improve traffic safety along the traveled way during highway construction and maintenance, as well as for routine use in detours, utility repairs, etc. The Channelizer is a two-piece breakaway design that will maintain its integrity upon impact throughout a temperature range of − 40°F to + 125°F. Specific design features are outlined in the following paragraphs.

I MATERIAL

The upper portion and the base are manufactured from a special formulation of flexible, impact resistant low density polyethylene.

II PHYSICAL PROPERTIES

HEIGHT, Outside:	
Upper portion	37"
Base	3-3/8"
Assembled, upper portion w/base	38-5/8"
DIAMETER, Outside:	
Upper portion, top	18-1/4"
Upper portion, bottom	21"
Base	21-7/16"
FLATSIDE TO OPPOSITE EDGE, Outside:	
Upper portion, top	14-5/8"
Upper portion, bottom	17-3/8"
Base	17-13/16"

WEIGHT (Unsheeted):	
Upper portion	8 lbs.
Base	2 lbs.
Combined	10 lbs.
WALL THICKNESS:	
Upper portion, approximate	3/32"
Base, approximate	3/32"

COLOR: Color stablized, safety orange

III DESIGN FEATURES AND PHYSICAL CHARACTERISTICS

a) TWO-PIECE BREAKAWAY SAFETY DESIGN FEATURES: When the Channelizer is impacted by a vehicle, the breakaway design feature will minimize damage to the upper portion, the reflective sheeting, and flashing or steady burn light. Upon impact the upper portion of the Channelizer will deform, separate from the base, and will not damage the automobile. The Channelizer, if impacted directly, has a tendency to cling to the front of the vehicle until it stops, or is flung off to the side of the roadway if hit with a glancing blow. As the upper portion of the Channelizer breaks away from the base which contains the ballast, (which is located at ground level), the base and ballast will remain in position until the vehicle physically runs over the base. The base is extremely flexible and vehicular impact tests have indicated that damage will not occur to the vehicle as a direct result of running over the flexible base and ballast as long as the ballast used is bagged sand. With the sand ballast at ground level (the Channelizer base being only 3-3/8" tall) will enable standard production automobiles to clear the base. Upon impact the flexible Channelizer base will deform if the vehicle tires pass over it. Since the base is extremely resilient it generally will snap back into shape thereby allowing its immediate reuse. **THE MOST IMPORTANT SAFETY FEATURE** of the two-piece breakaway Channelizer design is that with bagged sand as ballast, upon impact, neither the base, ballast nor upper portion of the Channelizer will become a dangerous projectile, when compared to the current non-breakaway design metal drums.

b) FLAT SIDE DESIGN: One side of the Channelizer has a large flat side. If the Channelizer is hit with a vehicle and knocked to the roadside, it will roll only to the flat side and stop. Wind and vacuum from passing vehicles will not cause the Channelizer to roll back and forth into the traffic presenting a recurring traffic hazard.

c) FLASHING "A" OR STEADY BURN "C" LIGHT ATTACHMENTS: There are two molded-in light attachment lugs located on the top surface of the upper portion of the Channelizer. These attachment lugs in conjunction with the molded-in elevated light platform, assure that the lights will always remain in an upright position. The light lugs and mounting platforms are located on both sides of the Channelizer, and are elevated above the surface of the Channelizer for ease of light attachment and removal. The Channelizer, when properly positioned along the traveled way and illuminated with a flashing or steady burn light, will effectively guide the motorist through a construction zone even under adverse nighttime conditions.

CONT'D BACKSIDE

1370 ESPERANZA STREET • LOS ANGELES, CALIFORNIA 90023 • (213) 269-0321
BRANCH: 350 W. ARMORY DRIVE • SOUTH HOLLAND, ILLINOIS 60473 • (312) 596-5995

PLASTIC TWO-PIECE BREAKAWAY TRAFFIC CONTROLLER (Continued)

d) SHEETABILITY: There are five recessed bands where the reflective sheeting can be applied. The bands are designed to accept either 6" or 4" wide reflective sheeting in compliance with Part VI, 6C-6 of the Federal Manual on Uniform Traffic Control Devices (MUTCD). The 6" wide material is applied approximately in the center of each space provided for all five reflective bands. Molded-in edge marks are provided in the center three bands as a guide for applying the 4" wide sheeting. With the top band applied as far down as it will go and with the bottom band applied as far up as it will go, and the edges of the center 3 reflective bands on the edge marks, the unreflectorized space between any 2 reflective bands will not exceed 2", as required by numerous State Specifications.

SHEETING REQUIREMENT CHART: (NO OVERLAP)

		Square Feet	
Band	**Circumference (Length)**	**6" Wide**	**4" Wide**
Top	54.61"	2.18	1.52
#2	56.22"	2.25	1.56
Center	57.83"	2.31	1.61
#4	59.43"	2.37	1.65
Bottom	63.46"	2.53	1.76
Total (5) Bands	291.55"	11.64	8.10

Lear Siegler's (3M) flexible high-intensity and engineer level reflectivity sheeting have a specially formulated adhesive coating. This allows the sheeting to be applied directly to the Channelizer's treated surface, thereby insuring excellent adherence to the surface.

e) STABILITY & CREEP RESISTANCE: The Channelizer is designed with a tapered shape, small at the top and large at the bottom. A tapered shape Channelizer is more stable than a cylindrical shape when subjected to wind forces, especially gusts as generated from passing vehicles. It also allows the top portions to be nested for storage and shipment. The bottom of the Channelizer base has a series of ribs in a waffle pattern. These ribs catch small irregularities in the roadway or act like traction lugs in the earth. Additionally the ballast load is concentrated on a smaller surface area, thereby enabling the Channelizer to resist movement or creeping from wind gusts or other external forces.

f) RELOCATION WITH BALLAST INSTALLED: Often it is necessary to move the position of an assembled, ballasted Channelizer a few feet or across several lanes of traffic. Between the two light attachment lugs is an integral molded handle. The flat side of the Channelizer base has 4 molded-in ribs that act as skids. The Channelizer can be moved as a unit, by grasping the handle and tilting the device from 30° to 60° towards the flat side, and dragging the assembly like a sled to the new location.

g) STACKABILITY WITH LIGHT INSTALLED: The location of the light mounting lugs inside of the outer edge of the top band allows the Channelizer upper portions to be stacked with the lights attached. The recommended stacking quantity for Channelizer upper portions with lights installed is four pieces. This will result in a stack height of 89".

h) STACKABILITY AND NESTABILITY WITHOUT LIGHTS INSTALLED: The upper portion of the Channelizers are tapered allowing them to be stacked and nested. Each Channelizer upper portion stacking height is 7". Using the first unit upper portion height of 37" plus a 7" stacking height for each successive Channelizer, the recommended quantity to be stacked for shipment, transportation, and handling (without lights installed) is six units for a total height of 72" (6'). The flat side of the Channelizer facilitates improved nesting of stacks together for shipment and transporting to and from job sites.

EFF. 3/1/84 2M

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-205-7(89)308

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
2-25-85

4. PROGRAM NO.

5. ITEM NO. 80158

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
FEB 26 '85
REFER TO Potter
FOR
Info | Inv | R/D | D/R | Sign | Act | File

7. DATE AUTHORIZATION EFFECTIVE 2/20/85

8. FEDERAL ROUTE NUMBER Interstate 205

9. STATE ROUTE NUMBER Primary 64

10. GENERAL LOCATION:

Airport Way - Johnson Creek

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)* Program Change

13. REMARKS

As requested by Mr. Potter's letter of 2/13/85 the following program changes are approved.

1) Appropriation code: Add "044"
2) Project Location: Change to "Airport Way - Johnson Creek"
3) Class of Work: Add "work necessary to monument the center and right-of-way lines and file field notes and map with County Surveyor"
4) Project Number: Change to "IR-205-7(89)308"

It should be noted that the above changes do not apply to work approved under Contract No. 9733.

Also, as requested, and for the reasons stated in your request, concurrence in the public interest finding for the above work to be classified as a construction item is granted.

14. DATE 2/25/85

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-205-7(89)308

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
2-21-85

4. PROGRAM NO.

5. ITEM NO. 80158

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 12/3/84

8. FEDERAL ROUTE NUMBER Interstate 205

9. STATE ROUTE NUMBER Primary 64

10. GENERAL LOCATION:

Airport Way - SE Powell Blvd. Section

11. GENERAL DESCRIPTION OF WORK

Furnish and install loop detectors

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 12/3/84 as requested in Mr. Fredrickson's letter of 2/11/85 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 8 is approved for a TEC of $3,000; Federal Funds $2,767.

RECEIVED
STATE HWY ENGR
FEB 25 '85
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig to
2/25

14. DATE 2/21/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. H

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: February 13, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Project No. IR-205-7(89)308
Columbia River - S.E. Powell Blvd. Section
E. Portland Freeway
Multnomah County

I request your approval of a program change on the subject project to extend the southerly limits from S.E. Powell Blvd. to Johnson Creek, and include the work necessary to monument the center and right of way lines and file the field notes and map with the County Surveyor. This request supercedes my previous memo of January 18, 1985.

The extension of the project does not include work under Contract 9733 but incorporates only that work requested above.

I further request a finding in the public interest that the work be classified as a construction item rather than construction engineering, since much of the right of way was purchased as entire takings and portions later incorporated in completed construction projects.

An Order for Force Work to accomplish this work will be submitted for approval and authorization by the Construction Section under separate action.

CL:me
cc: P. Patterson
R. Pool
General Files

Form 734-3122

9733

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

Date: January 18, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Project No. IR-205-7(89)308
Columbia River-S.E. Powell Blvd. Section
E. Portland Freeway
Multnomah County

I request your approval of a program change to add work necessary to monument the center line from Johnson Creek to the Columbia River and stake the right of way line from the Columbia River to Rocky Butte under the subject project.

I further request a finding in the Public Interest that the work be classified as a construction item rather than construction engineering. The work involved in setting the center line monuments cannot be accomplished until the contractor has completed the two additional lanes.

Upon your approval of this request, an order for force work to accomplish this work will be submitted for approval and authorization to proceed by the Construction Section under separate action.

CPL:me
cc: P. Patterson
R. Pool
General Files

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-205-7(89)308

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80158

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/26/84

8. FEDERAL ROUTE NUMBER Interstate 205

9. STATE ROUTE NUMBER Primary 64

10. GENERAL LOCATION:

Airport Way - SE Powell Blvd

11. GENERAL DESCRIPTION OF WORK

Remove existing concrete barrier

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 9/26/84 as requested in Mr. Fredrickson's letter of 10/12/84 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 7 is approved for a TEC of $6,000; Federal Funds $5,533 subject to credit to project for salvage value.

RECEIVED
STATE HWY ENGR
OCT 30 '84
REFER TO Potter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Orig. to
10/31

14. DATE 10/29/84

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

ROAD DESIGN SECTION

DES 16

October 25, 1984

James McNamee
Project Manager

Donald R. Adams, P.E.
Final Design Engineer

Permanent Sign Shop Drawings
Airport Way - S.E. Powell Blvd.
East Portland Freeway
Multnomah County
Contract No. 9733

Attached are three sets of type "BB" and type "U" sign shop drawings for installation on the subject project. These drawings are approved as noted.

Please retain one set of the drawings for your use in field inspection, forward one set to Don Wackerbarth's office for shop inspection of the signs, and forward one set to GAYNETCO for sign fabrication.

AA:bn
Atchs.

cc: C.O. Fredrickson
Ed Hardt
Gaynetco, Inc.
Andy Anderson

AM
10-26

9733

September 18, 1984

Sauble Landscaping, Inc. dba
Standard Paving & Huckaba &
Sons Construction Co., J.V.
P.O. Box 13281
Portland, Oregon 97213

CON

Time Extension Request
Airport Way-SE Powell
Contract no. 9733
FAP No. I-205-7(84)308

Your request for additional contract time in which to complete the above project has been carefully reviewed.

You have requested an additional 20 calendar workdays of contract time due to delays related to certain ramp traffic control changes. Since these proposed changes were not made, your request is accordingly denied.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk sl

bc H. S. Coulter
C. O. Fredrickson
Al Harwood w/att.
Jim McNamee w/att.

STATE OF OREGON

INTEROFFICE MEMO

O: BRYANT JACKMOND
Contract Administration Engineer

DATE: August 20, 1984

ROM: Marion Craft
MARION CRAFT
Metro Region Construction Engineer

UBJECT:
AIRPORT WAY-SE POWELL BLVD.
East Portland Freeway
Contract No. 9733

Attached is a Time Extension Request from the contractor for a 20 day extension. The contractor bases his request on a claimed 20 day delay due to lane control activities between CTB operations and beginning of the AC shoulder removal, within 5 ramp locations.

Jim McNamee gives an analysis of the situation, and I agree with his recommendation that this work could have been anticipated or scheduled so as to avoid any conflict or delays.

I recommend we deny the request.

9-15-84

W. E. Schwartz:

The traffic control changes at ramps anticipated by the contractor were not made and therefore this request should be denied.

O. B. Jackmond

CE___ CAE___ RECEIVED LS ..... TC .....
COE___ ON___ SA ..... CC .....
CA___ AUG 21 1984 FE .....
CAM ..... MA .....
CP ..... CONSTRUCTION SECTION OCE .....
CEO ..... FILE___

MC/gw
Attachment
cc Jim McNamee

.1387

9733 I-205 N

STATE OF OREGON **INTEROFFICE MEMO**

TO: File

DATE: May ~~16~~ 21, 1984

FROM: James W. McNamee
Project Manager

REFERRED TO
Mann Henry
Cone Edwards
Erikson Anderson
King Bedford Lee
Return Discuss Do File
By FINAL DESIGN ENGINEER

SUBJECT: Lear Siegler "Traffic Channelizer"
Airport Way - S.E. Powell Blvd.
East Portland Freeway
Contract: 9733

Subcontractor, Gaynetco, placed two of the above Traffic Channelizers on the project about one month ago.

The measurements are as stated in Andy Anderson's memo to the file dated April 11th.

One of the Traffic Channelizers was hit by the travelling public and looked bad, but we were able to push is back into shape and put it back on its base (see copies of photos).

The Traffic Channelizer does rock slightly when large trucks travelling about 55 m.p.h. within about 2½' away go past.

However, they do stay put. More effort is required to push the large base (approved Plastic Safety Marker) over than what is required to push the Traffic Channelizer over with the same weight in both.

However, both right themselves at 45° angles.

The Traffic Channelizer seems to stay together better than the approved plastic safety marker. Also the Traffic Channelizers have a beveled bottom and hand grip so that changing positions is easier for the workmen.

In summary, our experience using the new Traffic Channelizer on I-205 Freeway has found it acceptable.?

1 Verstecg ✓
Anderson
2 Adams
AHB 3 M
Edwards
Terpin
Trout
Wakerlig

RECEIVED
ROAD DESIGN SECTION

Do
Return
Bring Up
Action

xc: Ed Hardt/~~Attachments~~
Don Adams/do
Andy Anderson/do

JWM:cls

Don,
I contacted Jim McNamee to tell him that we need a 6 month minimum test period due to possible color fade of the plastic. Jim agreed and said that his intent in this report was for stability only. Andy
5/21/84

9733 F

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-205-7(89)308

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
5-2-84

4. PROGRAM NO.

5. ITEM NO. 80158

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2/16/84

8. FEDERAL ROUTE NUMBER Interstate 205

9. STATE ROUTE NUMBER Primary 64

10. GENERAL LOCATION:

Airport Way - SE Powell blvd.

11. GENERAL DESCRIPTION OF WORK

Modify signal phasing using W40R software

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 2/16/84 as requested in Mr. Fredrickson's letter of 4/24/84 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 3 is approved for a TEC of $2,000, Federal Funds $1,840.

RECEIVED
STATE HWY ENGR
MAY 4 '84
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

orig. to
5/7

14. DATE 5/2/84

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-78)
PREVIOUS EDITIONS MAY BE USED

F

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon I-205-7(89)308
Airport Way-SE Powell Blvd Section
East Portland Freeway
Contract 9733, SFO #2

Date: March 13, 1984

From: Division Administrator

Reply to Attn. of: HFO.6-OR

To: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

This State Force Order is hereby returned without approval for Federal participation. This will confirm our previous verbal advice that we do not object to the work, but consider it not eligible for Federal funding.

During the design stage we strongly suggested a traffic pattern more consistent with driver expectancy and conventional patterns-of-operation. The constructed layout was insisted upon by the City of Portland with the support of Multnomah County and without objections by ODOT. A change at this time is considered within the scope of maintenance and operations.

f Robert B Hadlaway
Dale E. Wilken

Attachment
SFO #2

cc:
OSHD (E Hardt)
OSHD (C O Fredrickson)

RECEIVED
STATE HWY ENGR
MAR 19 '84
REFER TO Fredrickson
FOR
Info ✓ | Inves | R/D | D/R | Sign | Act ✓ | File

Orig
3/26

P

ORDER FOR FORCE WORK

ORDER No. 2

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

RK TO BE DONE BY State Forces CONTRACT No. 9733
(State Forces or Utility, Railroad, Local Government Unit, etc.—by name)

JECT NAME Airport Way -- S.E. Powell Blvd. DATE January 17, 1984

HWAY East Portland Freeway FAP No. I-205-7(8)308

JNTY Multnomah PREFIX 626-1089 FUNCTION 270 -02

RIPTION OF WORK TO BE DONE:

Revise signals, signing, and striping per the attached drawings.

ATION BY STATION NUMBERS:

I-205 and S.E. Division Street Interchange

ATE OF QUANTITIES & COSTS:

Labor, materials, and equipment = $2,000.00

ANATION:

Per agreement between State, City, and County.

Prepare a separate order for each type of force work.
Submit the original as indicated below:

RACT PROJECTS AND MISC:
bmit original through channels to ruction Engineer in Salem. After val copies will be sent to the n Engineer, Resident Engineer and vay Accounting.

TITLE II PROJECTS NOT UNDER CONTRACT:
Submit original through channels to Traffic Engineer in Salem. After approval two copies will be sent to the Region Engineer and one copy to Highway Accounting.

CONTRACT PROJECTS ONLY:

Project Authorization . . . . $

Present estimate of costs including work under this Force Order . . . . $

Estimated Overrun Underrun Amount . . . . . . $

Estimated Overrun Underrun Percent

ITTED BY: James W. McNamee

TLE: Project Manager

OVAL RECOMMENDED:

TLE:

OVAL RECOMMENDED:

TLE:

APPROVAL RECOMMENDED:
Region Engineer

APPROVED: Duane O. Christensen 1/23/84
Construction or ~~Traffic~~ Engineer

NOT USE THIS FORM FOR FORCE ACCOUNT (EXTRA WORK) BY CONTRACTORS OR SUBCONTRACTORS ON CONTRACT JECTS.

ORDER FOR FORCE WORK

ORDER No. 2

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

RK TO BE DONE BY State Forces
(State Forces or Utility, Railroad, Local Government Unit, etc.—by name)

CONTRACT No. 9733

JECT NAME Airport Way -- S.E. Powell Blvd.

DATE January 17 1984

HWAY East Portland Freeway

FAP No. I-205-7(8)308

UNTY Multnomah

PREFIX 626-1089

FUNCTION 270-02

RIPTION OF WORK TO BE DONE:

Revise signals, signing, and striping per the attached drawings.

ATION BY STATION NUMBERS:

I-205 and S.E. Division Street Interchange

MATE OF QUANTITIES & COSTS:

Labor, materials, and equipment = $2,000.00

ANATION:

Per agreement between State, City, and County.

Prepare a separate order for each type of force work.
Submit the original as indicated below:

RACT PROJECTS AND MISC:
bmit original through channels to uction Engineer in Salem. After val copies will be sent to the n Engineer, Resident Engineer and ay Accounting.

TITLE II PROJECTS NOT UNDER CONTRACT:
Submit original through channels to Traffic Engineer in Salem. After approval two copies will be sent to the Region Engineer and one copy to Highway Accounting.

CONTRACT PROJECTS ONLY:

Project Authorization . . . . $

Present estimate of costs including work under this Force Order . . . . $

Estimated Overrun Underrun Amount . . . . . . $

Estimated Overrun Underrun Percent

ITTED BY: James W. McNamee

TLE: Project Manager

OVAL RECOMMENDED:

LE:

OVAL RECOMMENDED:

TLE:

APPROVAL RECOMMENDED:
Region Engineer

APPROVED: Duane O. Christensen 1/23/84
Construction or ~~Traffic~~ Engineer

NOT USE THIS FORM FOR FORCE ACCOUNT (EXTRA WORK) BY CONTRACTORS OR SUBCONTRACTORS ON CONTRACT JECTS.

9733

F

STATE OF OREGON **INTEROFFICE MEMO**

Highway - Traffic

TRA 7-2

TO: H. S. Coulter
State Highway Engineer

DATE: March 6, 1984

FROM: L. E. George
Traffic Engineer

SUBJECT: Speed Zoning During Construction
Airport Way-S.E. Powell Boulevard Section
East Portland Freeway Interstate 205 Highway No. 64
Contract No. 9733

In a letter dated January 20, 1984, Allan C. Harwood, Metro Region Operations Engineer, requested establishment of a temporary 45 mph regulatory speed zone on the Airport Way-S.E. Powell Boulevard Section of the East Portland Freeway in Multnomah County.

During the construction of the new third travel lane northbound and southbound, traffic will be shifted to use the shoulder area as a through lane and the inside lane will be used by the contractor as a work area.

In a letter dated February 8, 1984, Ronald W. Failmezger, Metro Region Traffic Operations Supervisor, concurs that a regulatory 45 mph speed zone through the project is desirable. He also recommends that the signs be displayed only where there is construction in the area.

For these reasons and with the recommendation mentioned above, we propose that the following speed zone be established on the Airport Way-S.E. Powell Boulevard Section of Interstate 205 for the duration of the project.

> 45 mph from M.P. 19.12 (Engineering Station 427+76) to M.P. 24.75 (Engineering Station 138+20).

If you concur with the proposed zoning, please approve and forward a copy of this letter to R. W. Gormsen for his records. Also, please return an approved copy to this office.

L E George

L. E. George
Traffic Engineer

HH:ds
Attachment

cc: R. W. Gormsen

APPROVED
H S Coulter
STATE HIGHWAY ENGINEER
DATE: 3/8/84

RECEIVED
STATE HWY ENGR
MAR 7 '84
REFER TO
FOR

Info	[illegible]	R/D	D/R	Sign	Act	File
✓						

orig to Gormsen
cys George files
3-13

81-125-1387

DEX OF

heet

Sectio

emp. Prot

Direction

LEGEND

- ▭ 20 MPH
- ▭ 20 MPH When Children Are Present
- ▭ 25 MPH
- ▭ 30 MPH
- ▭ 35 MPH
- ▭ 40 MPH
- ▬ 45 MPH
- ▭ 50 MPH
- ▬ 55 MPH MAX (BR under 55)

Overall Length of Project

STATE OF OREGON

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY DIVISION.

PLANS FOR PROPOSED PROJECT

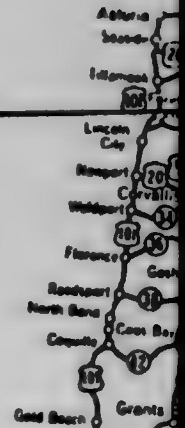
RECOMMENDED

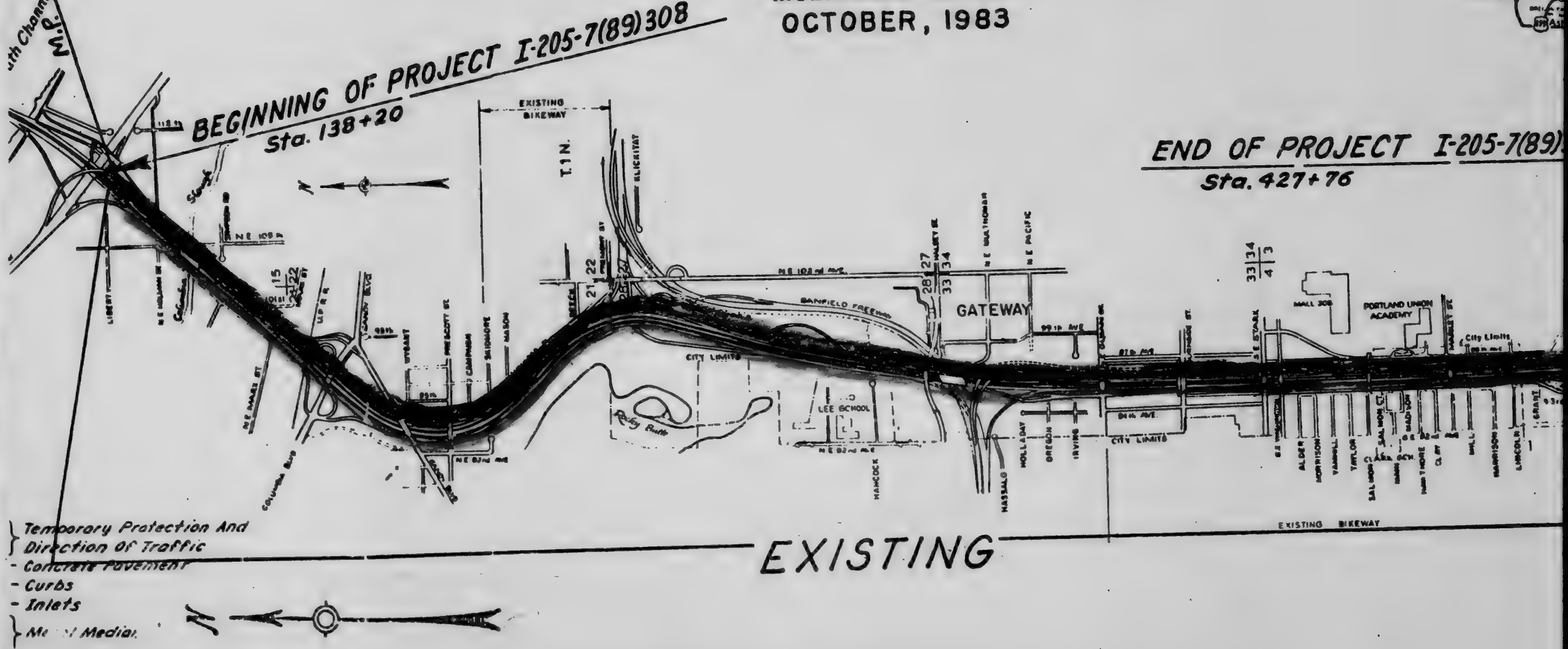
PORT WAY – S.E. POWELL BLVD. SEC.

EAST PORTLAND FREEWAY

MULTNOMAH COUNTY

OCTOBER, 1983


Astoria
Seaside
Tillamook
Lincoln City
Newport
Waldport
Florence
Reedsport
North Bend
Coos Bay
Coquille
Gold Beach
Grants


M.P. 24.75
BEGINNING OF PROJECT I-205-7(89)308
Sta. 138+20
END OF PROJECT I-205-7(89)
Sta. 427+76
EXISTING BIKEWAY
T.1N.
N
KLICKITAT
NE 102nd AVE.
BANFIELD FREEWAY
GATEWAY
HALSEY ST
NE MULTNOMAH
NE PACIFIC
99th AVE
MALL 205
PORTLAND UNION ACADEMY
City Limits
CITY LIMITS
LEE SCHOOL
Rocky Butte
HANCOCK
HASSALO
HOLLADAY
OREGON
IRVING
SE STARK
ALDER
MORRISON
YAMHILL
TAYLOR
SALMON
MADISON
HAWTHORNE
CLAY
MILL
HARRISON
LINCOLN
GRANT
LIBERTY
SANDY BLVD
PRESCOTT ST
CAMPAIGN
SKIDMORE
MASON
BEECH
U.P.R.R.
COLUMBIA BLVD
NE 82nd AVE
EXISTING BIKEWAY
28 27
33 34
33 34
4 3
21 22
15 22
EXISTING
Temporary Protection And Direction Of Traffic
- Concrete Pavement
- Curbs
- Inlets
Metal Median
N

END

When Children Are Present

MAX (BR under 55)

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY DIVISION

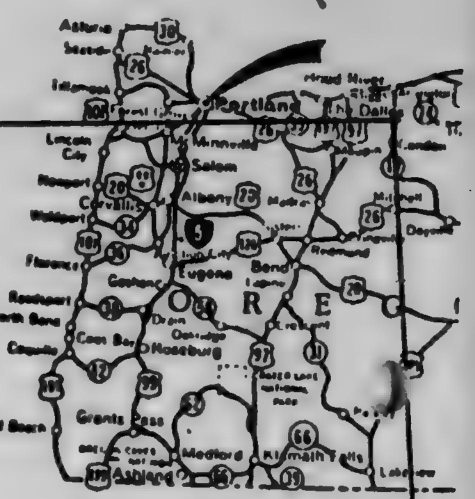
PLANS FOR PROPOSED PROJECT

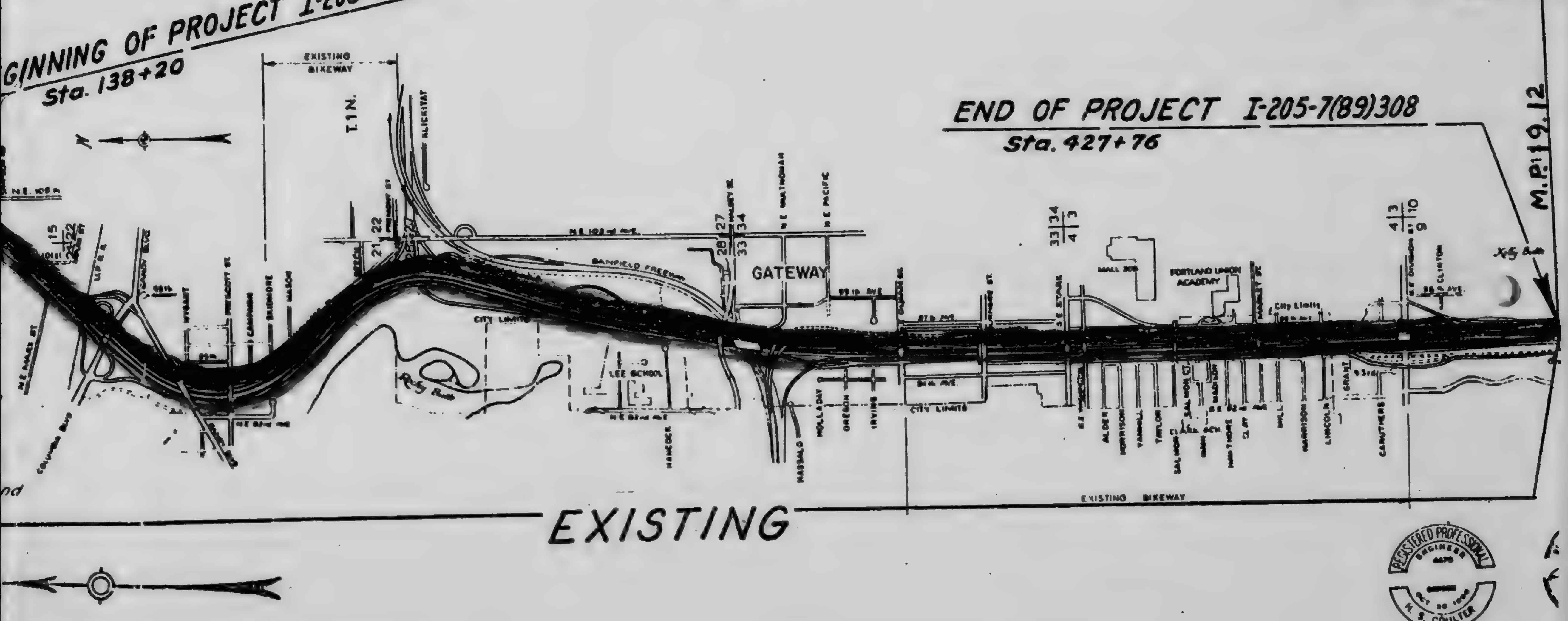
RECOMMENDED

PORT WAY – S.E. POWELL BLVD. SEC.
EAST PORTLAND FREEWAY
MULTNOMAH COUNTY
OCTOBER, 1983

Overall Length of Project

EAST PORTLAND FREEWAY MULTNOMAH COUNTY		
FED ROAD DIV No	STATE	PROJECT NUMBER
10	OREGON	I-205-7(89)3


Astoria
Portland
The Dalles
Salem
Albany
Eugene
Bend
Roseburg
Grants Pass
Medford
Klamath Falls
Ashland
Coos Bay
O R E


GINNING OF PROJECT I-205-7(89)308
Sta. 138+20
EXISTING BIKEWAY
T.1N.
KLICKITAT
N.E. 102nd AVE.
BANFIELD FREEWAY
GATEWAY
N.E. MULTNOMAH
N.E. PACIFIC
HALSEY ST.
CITY LIMITS
LEE SCHOOL
HANCOCK
HASSALO
HOLLADAY
OREGON
IRVING
S.E. STARK
MALL 205
PORTLAND UNION ACADEMY
ALDER
MORRISON
YAMHILL
TAYLOR
SALMON
HAWTHORNE
CLAY
MILL
HARRISON
LINCOLN
GRANT
CARUTHERS
S.E. DIVISION ST.
CLINTON
END OF PROJECT I-205-7(89)308
Sta. 427+76
M.P. 19.12
EXISTING BIKEWAY
EXISTING

REGISTERED PROFESSIONAL ENGINEER
M. S. COULTER

rll
9933

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

F

1. FEDERAL-AID PROJECT NO. I-205-7(89)308

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80158

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 12 '84
REFER TO Potter
FOR

Info	Insp	R/D	D/R	Sign	Act	File

orig to
3/13

7. DATE AUTHORIZATION EFFECTIVE 2/29/84

8. FEDERAL ROUTE NUMBER Interstate 205

9. STATE ROUTE NUMBER Primary 64

10. GENERAL LOCATION:

Airport Way - SE Powell Blvd. Section

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change
See Below

13. REMARKS

As requested by Mr. Potter's letter of 2/23/84 I approve the program change as follows:

1) Project Location: Change to read "---Line, S.14.1 mi.".
2) Character of Proposed Work: Add "Signing".
3) Work Type Code: Add "SFTY".
4) Project Data: Add "Furnish & Install signs according to the MUTCD.

The above approval is with the provision that signs will not be mounted in an unsafe manner nor interfere with the proper operations of the breakaway signs.

14. DATE 2/29/84

15. SIGNATURE OF APPROVING OFFICIAL G. K.

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9733

F

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: February 23, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. 80158
Project No. I-205-7(89)308
Airport Way-SE Powell Blvd. Sec.
East Portland Freeway
Multnomah County

I request approval of a program change to increase the scope of work to include installation of "General Motorist Service Signs" and "Miscellaneous Guide Signs" and extend the end of project southerly 8.61 miles, requiring revisions as follows:

1) Project Location: Change to read "---Line, S.14.1 mi.".
2) Character of Proposed Work: Add "Signing".
3) Work Type Code: Add "SFTY".
4) Project Data: Add "Furnish & Install signs according to the MUTCD.

No additional obligation of funds is requested at this time, but upon approval of this program change the Construction Section will negotiate terms with the Contractor and forward the proper documents under separate action.

For informational purpose I am enclosing copies of the approximate locations of the General Motorist Service Signs and a list of the Miscellaneous Guide Signs.

JLG:bkb
Enc.

cc: C.O. Fredrickson (Const.)
Marion Craft (Region M)
General Files

9733

HIGHWAY DIVISION - DEPARTMENT OF TRANSPORTATION LOC 3

FILES December 19, 1983

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
October 27, 1983 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids were opened October 27, 1983 on the following projects:

1. Main Street-South Bridge Street (Baker)
   La Grande-Baker Highway, Baker County

   Grading and Paving.

   Twelve-foot lanes with ten-foot shoulders. Five-foot sidewalks will be constructed on the urban section of this project.

   Bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states. "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

2. Crater Lake Highway
   Crater Lake Highway, Jackson County

   Grading and Paving.

   Left-turn lane construction. Six-foot shoulders available for bicycle and pedestrian traffic.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

3. Airport Way-SE Powell Blvd.
   East Portland Freeway, Multnomah County

   Grading and Paving.

   Additional lane construction. Independent bikeway parallels this project.

   Same as No. 2.

4. Willamina-Salem Highway-Sheridan Section
   Salmon River Highway, Polk and Yamhill Counties

   Grading and Paving.

   Twelve-foot lanes with seven- to ten-foot shoulders. This section will be striped and signed for shoulder bike lanes.

5. McKay Creek Bridge
   Shadybrook Road, Washington County

   Grading, Paving and Culvert.

   Twelve-foot lanes with two-foot shoulders throughout the project.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

HSC:RPS:ge

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

December 8, 1983

Sauble Landscaping, Inc. dba
Standard Paving and Huckaba &
Sons Construction Co., JV
P. O. Box 13281
Portland, OR 97213

CON 5
#9733

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 9733 for work on the Airport Way-S.E. Powell Boulevard Section of the East Portland Freeway in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc
Encl.

cc: St. Paul Fire & Marine Insurance Co.
825 N.E. Multnomah, Suite 800
Portland, OR 97232

bc: C. T. Keasey
Walt Hart
Robert Church
Jan Peterson
E. L. Hardt
James McNamee

October 28, 1983

Office of Commission Services
Room 121
State Transportation Building
Salem, Oregon 97310

Subject: Grading and Paving #9733
Airport Way - S.E. Powell Blvd.
East Portland Freeway
Multnomah Co.
Identification of DBE/WBE

Gentlemen or Ladies:

We will subcontract to Grading Unlimited, a W.B.E, the following Items on the above project:

Item #10 -	General Excavation -	33,000.00
Item #12	Finish Roadbed and Slopes -	5500.00
Item #13	Treated Base Mixture -	10,000.00
	TOTAL	$48,500.00 - 1% of contract.

They will furnish operated equipment for the above items.

Also, we will subcontract to Hopsing Construction Inc, a D.B.E. the following items on the above project:

Item #13 Treated Base Mixture - $160,000.00 - 3.5% of Contract.
They will furnish the treated base mixture.

If there are any questions or problems, please let us know.

Very truly yours,
Gina L. Trover
Gina L. Trover
Sauble Landscaping, Dba Standard Paving,
Huckaba and Sons Construction Co.
A Joint Venture

RECEIVED
OCT 31 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay Turner

5

rll

U. S. DEPARTMENT OF TRANSPORT ION
FEDERAL HIGHWAY ADMINIST ION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-205-7(89)308

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80158

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/28/83

8. FEDERAL ROUTE NUMBER Interstate 205

9. STATE ROUTE NUMBER Primary 64

10. GENERAL LOCATION:

Airport Way - SE Powell Blvd. Section

11. GENERAL DESCRIPTION OF WORK

High type pavement

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Anticipated Items as Shown in "PS&E" Estimate dated 9/23/83

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate as being cost-effective.

Mr. Potter's 9/26/83 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $6,058,903. Regular Federal-aid matching ratio, appropriation code 042 in amount of $5,587,520 and increased Federal share (P.L. 97-424 Section 145) appropriation code 04N in amount of $471,383.

A signed copy of the Title Sheet is returned herewith.

Origl att-# 9017

RECEIVED
STATE HWY ENGR
OCT 7 '83
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

14. DATE 9/28/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9233

S.1

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

Date: September 13, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

From: D.E. Swan
Project Unit Engineer

Subject: Project Data Submission
Item No. 80158
Project No. I-205-7(89)308
Airport Way-S.E. Powell Blvd. Section
East Portland Freeway
Multnomah County

Attached support data consists of PR-1 forms with project maps.

It is the Oregon State Highway Division's present intention to receive bids for this project on October 20, 1983 and request Federal-Aid participation of 100 percent for reimbursement claims paid on or before September 30, 1984 in accordance with Public Law 97-424, Section 145.

A-95 review approval letter was previously forwarded.

DRH:bkb
Attachments
cc: E.L. Hardt (Metro)
Jon Rose (Metro)
Robin Brooks (Metro)
General Files

Form 734-3122

1983 Willamina-Salem Hwy-Sheridan 9734
Sec. of Salmon River Hwy.
(Grading & paving)

97-2-4 jc cc: OSHD (Rulien)

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

STATE COPY

REGION NO. 10	REPORT NO. 4	COUNTY Polk and Yamhill	DIVISION Oregon
DATE OF REPORT 5/22/87	REPORT MADE BY D. B. Carter, Area Engineer		PROJECT NO. F-23(7)
COMPLETION DATE (Actual) 2/11/85	ACCEPTANCE DATE BY CONRTACT AGENCY 12/2/85	TIME ELAPSED $\frac{188}{177} = 106$ %	CONTRACT TIME 177 Calendar Work Days

LOCATION
From eastern city limits of Sheridan, approximately 7.12 miles westerly on Oregon signed route 18 in Polk and Yamhill counties, Oregon

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorised changes and extra work.*

WILLAMINA/SALEM - SHERIDAN SECTION
SALMON RIVER HIGHWAY
Grading, Paving & Guardrail

This project provided for an asphalt concrete overlay of the existing road and the safety enhancement of the guardrail.

The project was awarded to J. C. Compton Company of McMinnville, Oregon on November 3, 1983 in the amount of $1,751,747.90. The final cost of the original contract bid items was $1,717,211.81 or a 2.0 percent underrun of the contract bid amount. The final cost of the project including all changes and engineering was $1,948,887.08.

All participating work has been completed. All signing and striping is complete.

The contractor did not complete the project within the contract allotted time. Liquidated damages in the amount of $6,250 have been assessed the contractor in accordance with the specification.

A final inspection of the completed work was made on September 13, 1984/

- DBC -

g

RECEIVED
STAT HWY ENGR
MAY 28'87
REFER TO
Fredrickson
FOR

cy
5/29

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE David B Carter		SIGNATURE	
TITLE Area Engineer	DATE 5/27/87	TITLE District Engineer A	DATE 5/27/87

FORM FHWA 1446B (Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

9737

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 12-326

PROJECT REPORT NUMBER

MODIFICATION NUMBER 2

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

12 23 86

State Oregon

County Polk & Yamhill

Project Number F-23(7)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 16, 1983, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,990,058.00	$ 1,952,618.00
Federal funds	$ 1,754,236.00	$ 1,721,232.00
Other revisions		

This modification is made for the following reasons:

To release 010 funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23RD day of DEC, 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~By~~ For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

Oregon State Highway Division
Salem, Oregon December 4, 1986

Federal-Aid Project No. F-23(7)

Willamina/Salem Hwy.-Sheridan Section
Salmon River Highway
Polk & Yamhill Counties

REVISED PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (M.P. 27.20 to M.P. 34.32)

Subtotal from Estimate of December 2, 1983	$1,772,627.90
Engineering	184,138.10
Total	$1,956,766.00
Less Credit for Salvaged Guardrail	(4,148.00)
	$1,952,618.00

Length of Project ------------------- 7.12 mi.
Cost of Roadway Per Mile ------------ $274,244.10

Work Retained in Program

Roadside Seeding and Mulching	All Required	$ 500.00
	Federal Funds (88.15%)	1,721,232.00
	State Funds	231,386.00
	Total	$1,952,618.00

Polk Co. 35%; Yamhill Co. 65%
Reimbursement 100% $1,990,058.00 Public Law 97-424, S145

Group 1 = 99%; Group 8 = 1%
Contract No. 9734
Prefix: 36-1480
Prefix: 36-1091
Appn Code: 010

RLC:me

9734

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 10-249	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER	[illegible]	County Polk & Yamhill
MODIFICATION NUMBER 1		Project Number F-23(7)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 16, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,990,058.00	$ 1,990,058.00
Federal funds	$ 1,990,058.00	$ 1,754,236.00

Other revisions Appn Code 010

(Note: Additional Federal Funds Collected - $213,510.60)

This modification is made for the following reasons:
"The project agreement executed 12-16-83, is modified to decrease federal-aid participation to 88.15 percent in accordance with P.L. 97-424, Section 145."

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 1st day of October, 19 84.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

WILLAMINA / SALEM HWY -
SHERIDAN
YAMHILL CO
36-1091

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

1-24

STATE COPY OMB No. 04-R2089 Gen File

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 12-158 & 159	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	State Oregon County Polk & Yamhill Project No. F-23(7)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Willamina/Salem Hwy.-Sheridan

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-5-83	7.12
OTHER *(Specify)*		

FUNDS 88.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,990,058.00	$ 1,754,236.00*

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof. *See additional items on back.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

For: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator DEC 16 1983

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

General Files

Oregon State Highway Division
Salem, Oregon December 2, 1983

Federal-Aid Project No. F-23(7)

Willamina/Salem Hwy.-Sheridan Section
Salmon River Highway in Polk & Yamhill Counties

PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (MP 27.20 to M.P. 34.32)

Furnishing Field Laboratory	1	Each	2,000.00	$ 2,000.00
Mobilization		All Required		125,000.00
Temporary Protection and Direction of Traffic		All Required		5,000.00
Temporary Signs	256	Sq. Ft.	11.65	2,982.40
Temporary Barricades	6	Each	20.00	120.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	225	Lin. Ft.	1.00	225.00
Temporary Plastic Safety Markers	25	Each	30.00	750.00
Flagmen	1,000	Hour	15.00	15,000.00
Pilot Car	400	Hour	30.00	12,000.00
Temporary Striping	10,000	Lin. Ft.	0.50	5,000.00
Removal of Structures and Obstructions		All Required		5,000.00
Ditch Excavation	35	Cu. Yd.	17.50	612.50
General Excavation	4,600	Cu. Yd.	7.50	34,500.00
Trench Excavation	105	Cu. Yd.	15.00	1,575.00
Finishing Roadbed and Slopes		All Required		10,000.00
1"-0 Aggregate Base	600	Ton	8.00	4,800.00
Aggregate Shoulders	5,440	Ton	6.95	37,808.00
Cement Treated Base Mixture	6,000	Ton	9.90	59,400.00
Portland Cement in CTB Mixture	330	Ton	78.00	25,740.00
Class "B" Asphalt Concrete Mixture	43,000	Ton	11.65	500,950.00
Class "C" Asphalt Concrete Mixture in Leveling	12,500	Ton	12.95	161,875.00

Asphalt Cement in Mixture	3,500	Ton	170.00	595,000.00
Asphalt in Tack Coat	82	Ton	170.00	13,940.00
12-inch Culvert Pipe	360	Lin. Ft.	12.00	4,320.00
18-inch Culvert Pipe	125	Lin. Ft.	15.00	1,875.00
Guard Rail, Type 2	10,225	Lin. Ft.	9.00	92,025.00
Guard Rail, Type 3	400	Lin. Ft.	21.00	8,400.00
Guard Rail Anchors, Type 1	38	Each	260.00	9,880.00
Extra for Guard Rail Bridge Continuous	12	Each	320.00	3,840.00
Rail End Pieces, Type C	31	Each	70.00	2,170.00
Adjust Guard Rail	300	Lin. Ft.	4.25	1,275.00
Delineators, Type 2	160	Each	18.00	2,880.00
Delineators, Type 3	30	Each	19.00	570.00
Delineators, Type 4	50	Each	12.00	600.00
Illumination Pole Bases	9	Each	515.00	4,635.00
				$1,751,747.90

Anticipated Items

Pavement Striping	All Required	$ 10,200.00
Bikeway Striping & Legend	All Required	10,680.00
		20,880.00
	Subtotal	1,772,627.90
	Engineering	221,578.10
	Less Credit for Salvaged Guard Rail	(4,148.00)
	Total	$1,990,058.00

Length of Project	7.12 mi.
Cost of Roadway Per Mile	$ 279,502.53

Work Retained in Program

Roadside Seeding and Mulching	All Required	$ 500.00

Federal Funds (88.15%)	$1,754,236.00
State Funds	235,822.00
Total	$1,990,058.00

Polk Co. 35%, Yamhill Co. 65%
Reimbursement 100% $1,990,058.00 Public Law 97-424, S145

Group 1 99%, Group 8 1%
Contract No. 9734
Prefix 36-1480
Prefix 36-1091

RHZ:jc

December 19, 1985

CON 5
#9734

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

Contract No. 9734 awarded to J. C. Compton Company for work on the Willamina-Salem Highway-Sheridan Section of the Salmon River Highway was completed on February 27, 1985, and accepted by the State Highway Division on December 2, 1985.

The total contract amount is $1,747,257.26, and no work was performed under force account.

You have been advised previously that a claim had been filed with us against the performance bond on this contract.

Robert W. Gormsen
COMMISSION SERVICES

mab

cc: J. C. Compton Company
P. O. Box 768
McMinnville, OR 97128

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog, Attn: Frank Griffin
Bill Anhorn

N

Law Offices
BRIAN A. STEENSON, P.C.
Suite 1040, Columbia Square
111 S.W. Columbia St., Portland, OR 97201

A Professional
Corporation

Telephone
(503) 228-4331

August 28, 1985

J. C. Compton Company
P. O. Box 768
McMinnville, Oregon 97128

J & J Fencing Inc.
694 North 34th Street
Springfield, Oregon 97477

Gentlemen:

Coral Sales Company has referred its account due from J&J Fencing Company, subcontractor, to J. C. Compton Company in the amount of $980.05 to this office for collection. Copies of the notice of claim and acknowledgment of claim by the Department of Transportation are enclosed herewith. Unless payment is received within fifteen days of the date of this letter suit will be instituted under the contractor's bond to collect this account pursuant to ORS 279.536, including the reasonable attorney's fees incurred in connection with the collection of this account.

Very truly yours,

BRIAN A. STEENSON, P. C.

Brian Steenson

BRIAN STEENSON

jcl
cc: Coral Sales Company
United Pacific Insurance Co.
Hansen & Rowland, Inc. of Oregon
Mr. Robert W. Gormsen,
Commission Services
Department of Transportation

RECEIVED
AUG 29 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

claim already filed
no resp. nec

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 13, 1985

In Reply Refer to
File No.:
CON 5

J. C. Compton Co.
P. O. Box 768
McMinnville, OR 97128

Re: Time Extension Request
Willamina/Salem Hwy.-Sheridan
Contract No. 9734
FAP No. F-23(7)

Your request for additional contract time in which to complete the work under Price Agreement No. 8 on this project has been carefully reviewed. A time adjustment of 58 calendar days is granted to complete the Price Agreement No. 8 work. This will eliminate the liquidated damages under the Price Agreement. There remains 13 calendar workdays of liquidated damages under the original contract.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer
for Operations

WES:mk

bc: C. O. Fredrickson
William Anhorn w/att.
Cliff Lehman w/att.
FHWA w/att.
Bruce Walton

TE/170

Form 734-3122

STATE OF OREGON

INTEROFFICE MEMO

TO: O. B. Jackmond
Contract Administration Engineer

DATE: 5-07-85

FROM: Ken
Kenneth E. Husby
Region 2 Construction Engineer

127-1012

CE___ CAE ✓ RECEIVED LS___TC___
COE___ OM___ SA___CC___
OE___ MAY 09 1985 FE___CP___
CA___ POC___
CAM___ CONSTRUCTION OCS___
EEO___ SECTION FILE___

SUBJECT: Time Extension Request
Willamina/Salem Hwy.-Sheridan Section
Salmon River Highway
Contract No. 9734

Attached is a time extension request for the subject project from J.C. Compton Company, who requests an additional 62 calendar workdays for the completion of Price Agreement No. 8.

Price Agreement No. 8 was to upgrade permanent signing in the project area, as requested by the Region Traffic Engineer. There was no permanent signing in the original contract.

On 11-8-84 the construction office approved PA No. 8, which specified a 12-15-84 completion date. The signing subcontractor ordered the signs and posts on 11-22-84. According to the Project Manager, the subcontractor made numerous verbal contacts with the supplier concerning delivery, but still did not receive the posts until 2-4-85. Work was completed on 2-11-85.

In our investigations we determined that the subcontractor's supplier (Perma Post, Portland) did not have the posts in stock during this period; the supplier in Eugene has apparently gone out of business; the supplier in Sheridan (Sheridan Pressure Treating) did not stock these posts. Apparently, according to these suppliers, because Oregon's specification for posts required American Wood Products Association Certification and grading, it is too expensive for them to stock such posts, which they consider a custom item to be ordered from a manufacturer when demand requires it. The normal delivery period is six to eight weeks, depending on the sawmills and availability of AWPA graders. In this case, delivery took ten weeks, about two weeks longer than normal.

On 1-3-85 and 2-13-85 the subcontractor gave verbal notice of a time extension request to the Project Manager's office, well in advance of the third notification date of 2-27-85.

5-13-85

W.E. Schwartz -

I concur with Region.

O.B. Jackmond

81-125-1267

PA No. 8 meets the justification requirements of the 1974 Specifications Section 108.09(a) "...changes or omissions in the plans or quantities...", and I recommend approval of the additional 62 calendar workdays requested for the completion of the work.

KEH:jn

cc: Cliff Lehman

[illegible] WILLAMINA/SALEM - SHERIDAN (03-02-85) CONTRACT NO. 9734 PREFIX 36-1091

Oregon State Highway Division FIELD ENGINEER'S WEEKLY REPORT	Section: WILLAMINA/SALEM - SHERIDAN	Week Ending: March 02, 1985 Section Prefix: 36-1091
For Const. Projects Only, Grading & Paving	Highway: SALMON RIVER	County: POLK & YAMHILL
Name Of Job: WILLAMINA/SALEM - SHERIODAN	Kind Of Work: GRADING, PAVING	
Contractor: J. C. COMPTON COMPANY	Contract Number: 9734	F.A.P. No.: F-23(7)
Date Of Contract: NOVEMBER 3, 1983	Date Work Started:	Est. Compl. Date: 8-08-84
Average Force On Project For The Week: Men: 0 Supervision: 0	Specified Work Days: Spec. Calendar Workdays: 175 Spec. Comp. Date:	Work Days Used: Cal. Workdays Used: 188 Percent Of Time Elapsed: 107.4
Project Authorization: $ 1,998,670.39		
Exclusive Of Engineering: $ 1,856,542.72 Est. Cost Of Completed Proj. Exclusive Of Engr.: $ 1,745,429.57 Estimated Percentage: Overrun/Underrun: UNDER 5.98	Engineering Authorization: $ 142,127.67 Engineering Cost To Date: $ 169,240.00 Percent Of Authorization: 119.08	% Of Contract Completed Based On Estimated Cost: 100 % Of Contract Completed Based On Total Author.: 97.0 Date Project Was Completed:

ESTIMATED PERCENT COMPLETE (ROADWORK)

	DRAINAGE	GRADING	BASE	PAVING	SIGNING		
	100%	100%	100%	100			

	GRADING	PAVING			
Miles In Project:	0.20	7.12			
Miles Partially Completed:	0	0			
Miles Completed:	0	0			
Total Estimated Quantities (contract):	4,600 CY	55,500 TON			
Total Quantities Corrected To Date:	4,461.4 CY	51710.86 TON			
Estimated Quantities Moved Or Placed To Date:					
Average Daily Quantities:					
Avg Daily Quant. Needed To Compl. Proj. On Time					
Number Of Shifts Per Day:					
Hours Per Shift:					

Equipment Used During The Week:

BRIDGE NO.:									
PERCENT:									

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

CE E CAE RECEIVED LS TC
COE OM SA CC
OE MAR 05 1985 FE CP
CA PQC
CAM CONSTRUCTION QCS
EEO SECTION FILE

WILLAMINA/SALEM - SHERIDAN WEEK ENDING (03-02-85) CONTRACT NO. 9734 PREFIX 36-1091

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 24	No activity
MONDAY 25	No Activity
TUESDAY 26	No Activity
WEDNESDAY 27	No Activity
THURSDAY 28	No Activity
FRIDAY 01	No Activity
SATURDAY 02	No Activity

REMARKS

Submission of Semi-Final is anticipated 3-04-85.

This is the final report.

Distribution: Construction (3) Region (1)
City(1) File(1)

SIGNED
C. V. Lehman, Project Manager

LOCATION: Salem

97[illegible] CL84-279

VICTOR ATIYEH
GOVERNOR

Department of Transportation
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DEC 2[illegible] 1984
NORMA PAULUS
SECRETARY OF STATE

December 24, 1984

Coral Sales Company
PO Box 577
Clackamas, OR 97015

IN REPLY REFER TO FILE NO.:
CON 5
#9734

Gentlemen or Ladies:

This will acknowledge your letter of December 12, 1984, filing a claim against the following Highway Division contract:

FILED BY:	Coral Sales Company
AMOUNT:	$990.05
FOR:	Guardrail material
AGAINST (Prime contractor)	J. C. Compton Company
SUBCONTRACTOR:	J & J Fencing Company
CONTRACT NO.:	9734
PROJECT:	Willamina-Salem Highway-Sheridan Section, Salmon River Highway, Polk and Yamhill Counties
SURETY:	United Pacific Insurance Co.
AGENT:	Hansen & Rowland, Inc. of Oregon

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,
ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
JAN 8 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

1-25-85 JS

cc: J. C. Compton Company
PO Box 768
McMinnville, OR 97128

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

bc: ✓ Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

731-0188

Coral Sales Company

[redacted]

P.O. BOX 577
CLACKAMAS, OREGON 97015

December 12, 1984

Mr. Robert Gormsen
Commission Services
Transportation Building
Salem, Oregon 97310

RE: OSHD Contract 9734, Willamina/Sheridan Highway - Salem Highway

Mr. Gormsen:

This letter is to notify the State of Oregon that the undersigned, an Oregon Corporation has not been paid for Guard Rail materials for the above described project.

We have not been paid for $980.05, the amount due from J & J Fencing Company, subcontractor to the Prime, J.C. Compton.

Notice is hereby given that the undersigned has a claim for said sum retained by said public body as a trust fund for the protection and payment of the undersigned.

CORAL SALES COMPANY

By Kathleen Johnson
Kathleen Johnson
Its Office Manager

cc: J.C. Compton
J & J Fencing
United Pacific Insurance

RECEIVED
DEC 17 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

ROAD DESIGN SECTION

Cliff Lehman
Project Manager

December 11, 1984

Richard A. Kuehn
Final Design Engineer

Permanent Sign Shop Drawings
Willamina/Salem Hwy-Sheridan
Salmon River Highway
Polk County
Contract No. 9734

Attached are two sets of type "U" sign shop drawings for use on the subject project. The drawings are approved as noted.

One set of the drawings was sent directly to Traffic Safety Supply Company at their request for sign fabrication.

Please retain one set of the drawings for your use in field inspection and forward one set to Don Wackerbarth's office for use in shop inspection of the signs.

RAK:AA:bn

Atchs.

cc: C. O. Fredrickson
W. G. Anhorn
Andy Anderson BN

____Versteeg ________
____Anderson ________
____Adams ________
____Macnab ________
____Edwards ________
____Targin ________
____Trent ________
____[illegible] ________

RECEIVED
DEC 12 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To ________
Bring Up ________
Action ________

NOTED
RICK KUEHN

9734

rll

U. S. DEPARTMENT OF TRANSPORT ION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-23(7)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Polk & Yamhill

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
10-15-84

4. PROGRAM NO.

5. ITEM NO. 40017

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6/21/84

8. FEDERAL ROUTE NUMBER Primary 23

9. STATE ROUTE NUMBER Primary 39

10. GENERAL LOCATION:

Willamina/Salem Highway - Sheridan Section

11. GENERAL DESCRIPTION OF WORK

Furnish and place waterproof membrane

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ XX CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ XXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, the advance authorization date of 6/21/84 as requested in Mr. Fredrickson's letter of 10/8/84 as being cost effective for the use of State forces to proceed with the above work is approved. State Force Order No. 4 is approved for a TEC of $7,000; Federal Funds $6,170.50.

RECEIVED
STATE HWY ENGR
OCT 17 '84
REFER TO Potter
FOR

Info	Inv	R/D	D/R	Sign	Act	File

Orig to
10/17

14. DATE 10/15/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hessner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9734

rll

U. S. DEPARTMENT OF TRANSPORT. ON
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-23(7)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Polk & Yamhill

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40017

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/13/84

8. FEDERAL ROUTE NUMBER Primary 23

9. STATE ROUTE NUMBER Primary 39

10. GENERAL LOCATION:
Willamina/Salem Highway - Sheridan Section

11. GENERAL DESCRIPTION OF WORK
Reshape existing ground to define new roadway connection

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 9/13/84 as requested in Mr. Fredrickson's letter of 9/24/84 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 5 is approved for a TEC of $750; Federal Funds $661.

RECEIVED
STATE HWY ENGR
OCT 8 '84
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 10/5/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

SC

1134

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-23(7)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Polk & Yamhill

3 FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40017

6 TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7 DATE AUTHORIZATION EFFECTIVE 6-27-84	8. FEDERAL ROUTE NUMBER Primary 23	9 STATE ROUTE NUMBER Primary 39

10 GENERAL LOCATION

Willamina / Salem Highway - Sheridan Section

11 GENERAL DESCRIPTION OF WORK

Remove two illumination poles and relocate one.

12 YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT OF WAY

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13 REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 6-27-84 as requested in Mr. Fredrickson's letter of 7-12-84 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 3 is approved for a TEC of $2,450 Federal Funds $2,160.

RECEIVED
STATE HWY ENGR
JUL 26 '84
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14 DATE 7/25/84	15 SIGNATURE OF APPROVING OFFICIAL G. K Hossner	16 TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

DATE: April 4, 1984

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Notification Contract Work Started
Federal-aid Project Number
F-23(7)

Contract 9734, Work Started March 28, 1984

Project Willamina/Salem Hwy.-Sheridan

Highway Salmon River

County Polk and Yamhill

BMW:mk

cc: B. M. Walton

CPC/FL3

9731

HIGHWAY DIVISION - DEPARTMENT OF TRANSPORTATION LOC 3

FILES December 19, 1983

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
October 27, 1983 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids were opened October 27, 1983 on the following projects:

1. Main Street-South Bridge Street (Baker)
   La Grande-Baker Highway, Baker County

   Grading and Paving.

   Twelve-foot lanes with ten-foot shoulders. Five-foot sidewalks will be constructed on the urban section of this project.

   Bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states. "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

2. Crater Lake Highway
   Crater Lake Highway, Jackson County

   Grading and Paving.

   Left-turn lane construction. Six-foot shoulders available for bicycle and pedestrian traffic.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

3. Airport Way-SE Powell Blvd.
   East Portland Freeway, Multnomah County

   Grading and Paving.

   Additional lane construction. Independent bikeway parallels this project.

   Same as No. 2.

4. Willamina-Salem Highway-Sheridan Section
   Salmon River Highway, Polk and Yamhill Counties

   Grading and Paving.

   Twelve-foot lanes with seven- to ten-foot shoulders. This section will be striped and signed for shoulder bike lanes.

5. McKay Creek Bridge
   Shadybrook Road, Washington County

   Grading, Paving and Culvert.

   Twelve-foot lanes with two-foot shoulders throughout the project.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

HSC:RPS:ge

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

STATE OF OREGON
Highway Construction 378-6314

INTEROFFICE MEMO

FILE: CON

TO: Robert W. Gormsen
Commission Services

DATE: December 19, 1983

FROM: Kay Turner, Manager Kay Turner
EEO, MBE & Labor Compliance

SUBJECT: Gormsen Memorandum to File
November 3, 1983
Re: October 27, 1983 Bid Opening
Willamina-Salem Highway-Sheridan Section

According to the Oregon Department of Transportation's Supplemental Required Contract Provisions Disadvantaged Business Enterprise (DBE) Minority Business Enterprise (MBE) Woman Business Enterprise (WBE) SPO.2B dated 9-83, Item 5 Documentation of DBE/MBE/WBE Participation:

> "...By 5.00 p.m. of the 5th calendar day following determination of the low bidder, the low bidder shall provide this documentation to the Office of Commission Services, Room 121, State Transportation Building, Salem, Oregon 97310....
>
> "...In the event that the low bidder fails to provide the documentation required above, the next lowest bidder shall provide such documentation... This same procedure will be followed until a successful low bidder is determined or all bids may be rejected."

By 5.00 p.m. of the 5th calendar day following determination of the low bid on the subject project, J. C. Compton Co. provided documentation to meet the DBE and WBE goals assigned to the project. The company, in so doing, met the obligation of the specification.

The contract for this project was awarded to J. C. Compton Co. in accordance with Item ~~6~~ 7 Contract Award Selection Procedure:

> "...A. If the low bidder offering a reasonable bid meets or exceeds the assigned goal, that bidder will be recommended for the contract award. ..."

Some of the confusion surrounding this matter may stem from the special provisions which were in place when the MBE program was first implemented. Title 49 Code of Federal Regulations Part 23 (49 CFR 23) as published in the Federal Registers of March 31, 1980 and July 3, 1980, specified award of a contract on a different basis, i.e. 49 CFR 23 Section 23.45 (i). In April 27, 1981, the U. S. Department of Transportation amended the MBE regulation and removed 23.45 (i).

The MBE program and its many pages of regulations, policies, and directives ~~is~~ are complex.

I appreciate your concerns, as expressed in your memorandum. I am also pleased with your interest in the program. To date, the Department has awarded over 500 contracts under this program since October, 1980. All contracts awarded have been in accordance with the MBE special provisions in effect at the time of the award.

I will be available to discuss this or any other aspect of the MBE program, at your convenience.

KT:mk

cc: H. S. Coulter
Ed Hunter
C. T. Keasey
Gary Potter
W. E. Schwartz
Jack Sollis

EEK/M11

STATE OF OREGON
Highway Division

INTEROFFICE MEMO
PRO

TO: ✓R.N. Bothman
Assistant State Highway Engineer

DATE: December 12, 1983

FROM: Gary A. Potter, Manager GAP
Program Section

SUBJECT: Bid Opening Procedures

Bob Gormsen's letter of November 3, 1983 (attached) concerning Bid Opening and how we handle DBE and WBE Goals at Bid Opening was referred to me for recommendation.

After checking with the Construction Section, and Kay Turner in particular, I find that the regulations themselves do not require reading of DBE or WBE Goals at Bid Opening.

I therefore recommend that we cease this practice and continue by reading the Bid Proposal amount only followed by unit price readings.

GAP:bkb

APPROVED BY:
ROBERT N. BOTHMAN
ASSISTANT STATE HIGHWAY ENGINEER

cc Carter
Potter

RECEIVED
ASST STATE HWY ENGR
DEC 13 '83
REFER TO
FOR

81-125-1387

STATE OF OREGON   INTER-OFFICE MEMO

RECEIVED
ASST STATE HWY ENGR
NOV 30 '83
REFER TO Gary
FOR
Info | Inves | R/D | D/R | Sign | Act X | File

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______
DEC 1983
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO ______
FOR ______

CON 4

NOTED
H. S. COULTER

TO: File

DATE: November 3, 1983

FROM: Robert W. Gormsen
Commission Services

SUBJECT: October 27, 1983, Bid Opening
Willamina-Salem Highway - Sheridan Section

The low bidder on this particular job was J. C. Compton Company with a bid of $1,751,747.90.

There were six additional bidders whose bids were higher.

The assigned bidder's contract goals on the project were:

DBE Goals: 3%
WBE Goals: 1%

NOTED
ROBERT N. BOTHMAN

11-29
Bothman TAA

The Compton bid responded as follows:

DBE Goals: 1.3%
WBE Goals: 1.0%

The next bidder was C. C. Meisel who responded as follows:

DBE Goals: 3%
WBE Goals: 1%

Your recommendation please
Ssc

Four other bidders responded as follows:

DBE Goals: 3%
WBE Goals: 1%

RECEIVED
STATE HWY ENGR
NOV ~~3~~ 12 '83
REFER TO Hunter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
H. S. COULTER

The response from these four indicated that the 3% goal was achievable.

It now appears that Compton will be allowed to alter his goal to 3% after the bids were opened.

There have been a number of contractors who have called about the minority goal question on this bid.

If Compton is awarded the bid, there is a serious question raised as to the integrity of our bid procedure. The issue here is a very important one in the eyes of the contractor. The credibility of our procedures may be at stake.

RWG:kjm

cc: ✓Scott Coulter
Ed Hunter
C. T. Keasey
Gary Potter
Jack Sollis
Kay Turner

RECEIVED
TECHNICAL SERVICES
NOV 14 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

-Not required to be read @ letting.
Se

Scott 11-23-83
I suggest we [illegible] awarding [illegible]. [illegible] bid requiring [illegible] is [illegible] procedure.
OK.
Ed

ALLEN & YAZBECK
ATTORNEYS AT LAW

F. GORDON ALLEN
JOSEPH A. YAZBECK, JR.
ROBERT L. O'HALLORAN
LYNNIA K. WOODS

735 S. W. FIRST AVENUE
STROWBRIDGE BUILDING
PORTLAND, OREGON 97204
(503) 224-2147

October 31, 1983

11-4-83
Response was
handled verbally
via Sollis.
Sollis will prepare
memo to file
Gw

12-23-83
never rec'd Sollis
written memo

Robert W. Gormsen, Commission Services
Jack Sollis, Counsel
Lorrain Ellis, MBE Compliance
Department of Transportation
Transportation Building
Salem, OR 97310

Re: Bid on Job No. 04 Opening Date 10/27/83, Willamina/Salem Highway Project

Dear Ms. Ellis and Messrs. Sollis and Gormsen:

We are legal counsel for C. C. Meisel Co., Inc. C. C. Meisel submitted the second low bid on the above-referenced project. The apparent low bidder was J. C. Compton Company.

Compton's bid should be disqualified because Compton failed to meet the required MBE participation goals. Compton's bid stated that it intended to subcontract work having a value of 1.3% of the total bid price to MBE's. The contract goal was 3%. Every other bidder, including C. C. Meisel, met the goal. The "Contract Award Selection Procedure" contained in the contract (SPO.2, par. 6) states that the Department will investigate the low bidder's attempts to meet the goals prior to award if the low bidder does not meet the specified MBE goal.

There was no excuse for Compton not being able to achieve the desired goal in this case. C. C. Meisel received the following bids from businesses who certified that they were MBE's:

1. Pacific Northwest Guardrail - $130,672.60 at 5:10 p.m. on 10/26/83.

2. Arrow Brothers - $126,932.05 at 4:00 p.m. on 10/26/83.

---

3. Hop Sing - $131,260.00 at 2:40 p.m. on 10/26/83.

All of the above bids were from guardrail subcontractors. The low bid received for the guardrail subcontract was not submitted by an MBE. It was submitted by Coral Construction, in the amount of $122,670.00.

It appears from the prices that Compton submitted, particularly on Items 26 - 31, that Compton used Coral's bid. Enclosed as Exhibit 1 is the breakout of Coral's bid that C. C. Meisel was given over the telephone on 10/26/83. It also appears that Items 32, 33 and 34 were deleted from Coral's bid and that J & J Fencing, Inc. was substituted for Coral on those items. We drew this conclusion by comparing the prices for Items 32 - 34, which were bid by J & J Fencing to us, with Compton's prices for those items on the abstract of bids. J & J's bid is Exhibit 2. The abstract of bids is Exhibit 3.

C. C. Meisel believes that the understanding in the industry is that a bidder does not discharge its duty to comply with the MBE goals by merely using the low bid when there are reasonably obtainable MBE bids. It appears that Compton interpreted the MBE goals in a manner which was significantly different than all of the other bidders on this project. Further, Compton interpreted it in a manner which is divergent from the understanding in the industry. Accordingly, we assert that Compton should be disqualified on this project and that the bid should be awarded to C. C. Meisel Company as the qualifying low bidder.

We request a meeting with Mr. Sollis and Ms. Ellis before a decision is made on this matter. We also request telephone notice three days prior to the time that the Department makes its recommendation of award to the Commission.

Very truly yours,

J.A.Y.

Joseph A. Yazbeck, Jr.

JAY/mjs

Enclosures

cc: C. C. Meisel Company

RECEIVED
OCT 31 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc [illegible]

9734

5

November 15, 1983

J. C. Compton Company
P. O. Box 768
McMinnville, OR 97128

CON 5
#9734

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 9734 for work on the Willamina-Salem Highway-Sheridan Section of the Salmon River Highway in Polk and Yamhill Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Germsen
COMMISSION SERVICES

dc
Encl.

cc: United Pacific Insurance Co.
825 N.E. Multnomah, Suite 300
Portland, OR 97232

United Pacific Insurance Co.
Bond Department
33405 - 8th Avenue So. C-3000
Federal Way, WA 98003

bc: C. T. Kessey
Walt Hart
Robert Church
Jan Peterson
C. O. Fredrickson (Contract signature
Cliff Lehman pages attached)

PHONE: 472-4155
AREA CODE 503

J. C. COMPTON COMPANY

Highway Construction *General Contractor's*

P.O. BOX 768 McMINNVILLE, OREGON 97128

NOTED
KAY TURNER

November 2, 1983

Oregon Department of Transportation
Office of Commission Service
Room 121, State Transportation Building
Salem, OR 97310

RE: OSHD Contract
Willamina/Salem Hwy.-Sheridan #9734

Gentlemen:

The following will be our DBE/WBE and MBE used on the above referenced project. This is a revision of our letter dated October 31, 1983.

D/M Romero/Cabrera Sign Construction Co., PO Box 687, Corvallis, OR 97330

Item No.						
3.	Temporary Protection	LS	ALL			$5,000.00
4.	Temporary Signs	SF	256	@	11.65	2,982.40
5.	Temporary Barricade	EA	6	@	20.00	120.00
6.	Temporary Rail	LF	225	@	1.00	225.00
7.	Safety Marker	EA	25	@	30.00	750.00
35.	Illumination Pole Bases	EA	9	@	515.00	4,635.00
	TOTAL					$13,721.40

D/M The Kaspac Corporation, dba Kaspac Industries, Inc, PO Box 80306, Seattle, WA 98108

Item No.					
10. Temporary Striping	LF	10,000	@	.25	$ 2,500.00

D/M T. P. Transport, Inc., 1818 SW Sunset Boulevard, Portland, OR 97201

Item No.					
23. Asphalt in Tack Coat	Ton	82	@	170.00	$13,940.00

D/M/W J & J Fencing, 694 N 34th Street, Springfield, OR 97477

Item No.

8.	Flagmen	HR	1,000	@	15.00	15,000.00
9.	Pilot Car	HR	400	@	30.00	12,000.00
32.	Delineators, Type 2	EA	160	@	18.00	2,880.00
33.	Delineators, Type 3	EA	30	@	19.00	570.00
34.	Delineators, Type 4	EA	50	@	12.00	600.00
	TOTAL					$31,050.00

D/M Arrow Brothers Corp., 310 AGC Center, 9450 Commerce Circle, Wilsonville,
OR 97070

Item No.

11.	Guard Rail Removal	LS	ALL	$ 9,500.00

Please consider $17,520.00 of J & J Fencing as WBE.

Sincerely,

J. C. COMPTON COMPANY

By
Alan Hay, Vice President

FAH:sb

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NOV -2 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

PHONE: 472-4155
AREA CODE 503

J. C. COMPTON COMPANY

Highway Construction *General Contractor's*

P.O. BOX 768
McMINNVILLE, OREGON 97128

October 31, 1983

Oregon Department of Transportation
Office of Commission Service
Room 121 State Transportation Building
Salem, OR 97310

RE: OSHD Contract #9734
Willamina/Salem Hwy-Sheridan

Gentlemen:

The following DBE/MBE and WBE will be used on the above referenced project.

D/M/W J & J Fencing, 694 N 34th, Springfield, OR 97477

Bid Item

8.	Flagmen	HR	1,000	@	15.00	$15,000.00
9.	Pilot Car	HR	400	@	30.00	12,000.00
32.	Delineator, Type 2	EA	160	@	18.00	2,880.00
33.	Delineator, Type 3	EA	30	@	19.00	570.00
34.	Delineator, Type 4	EA	50	@	12.00	600.00
	Total					$31,050.00

D/M T. P. Transport, 1818 SW Sunset Blvd, Portland, OR 97201

Bid Item

23.	Asphalt in Tack Coat	Ton	82	@	170.00	$13,940.00

RECEIVED
OCT 31 1983
CONSTRUCTION
SECTION

CE
CAE
QCS
CA
LB
TC

D/M Romero/Cabrera Sign Construction Co., PO Box 687, Corvallis, OR 97339

Bid Item

3.	Temporary Protection	LS	ALL	@		$ 5,000.00
4.	Temporary Signs	SF	256	@	11.65	2,982.40
5.	Temporary Barricades	EA	6	@	20.00	120.00
6.	Temporary Rail Barrier	EA	225	@	1.00	225.00
7.	Plastic Safety Markers	EA	25	@	30.00	750.00
35.	Illumination Pole Bases	EA	9	@	515.00	4,635.00
	Total					$ 13,721.40

D/M The Kaspac Corporation dba Kaspac Industries, Inc., PO Box 80306
Seattle, WA 98108

Bid Item

10.	Temporary Striping	LF	10,000	@	.25	$ 2,500.00

We are short approximately ½ of 1% on the 3% D/M goal. The reason being the only other subcontractor on the project will be for guard rail and the lowest bid was from a non-minority contractor. I have included copies of our telephone quote sheets for your file.

Sincerely,

J. C. COMPTON COMPANY

By
Alan Hay, Vice President

FAH:sb
Enclosures

RECEIVED
OCT 31 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay Turner

TELEPHONE BID

PROJECT: Willamina **BID DATE:** 10/28/83

NAME OF FIRM: Bogart **CONTACT:** Cindy

ADDRESS: **PHONE NO:** 935-2427

DATE RECEIVED: 10/27/83 **BY:** H

No.	Description & Quantity	Unit Price	Total Amount	No.	Description & Quantity	Unit Price	Total Amount
2	1	1000 -	1000 -				
~~8~~		8 -					
11	1	6500 -	6500 - GR. ONLY				
26	10225	9 05	92,536.25				
27	400	21 -	8400. -				
28	38	250 -	9500. -				
29	12	300 -	3600. -				
20	31	70 -	2170. -				
31	300	4 -	1200. -		124,906 25		
32	160	19 -	3040. -				
33	30	19 -	570 -				
34	50	11 -	550 -				
			4160. -		174445 -		

COMMENTS:

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OCT 31 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Includes Bond [✓ Yes] __No   Union__Yes__No   Minority Contractor__Yes__No

WBE ✓

TELEPHONE BID

PROJECT: Williamina **BID DATE:**

NAME OF FIRM: Pacific NW GR + Supply **CONTACT:** Patty

ADDRESS: (Reese's) **PHONE NO:** 287-2121

DATE RECEIVED: **BY:**

No.	Description & Quantity	Unit Price	Total Amount	No.	Description & Quantity	Unit Price	Total Amount
2	1	~~[illegible]~~	1500–				
3	1	~~[illegible]~~	1650–				
8		21.00/hr.		for their portion of the work			
11	1		9,830.10				
~~12~~26	10225	8.60 lf	87,935.–				
27	400	21.– lf	8,400 –				
28	38	265/ea	10,070.–				
29	12	350/ea	4,200.–				
30	31	72.50/ea	2247.50				
31	300	4.13 lf	1239.–		$127,071.60		
32	160	20/ea	3200 –				
33	30	23/ea	690 –				
34	50	8/ea	400.–		4290 –		
			130,672.60		$131,361.60		

COMMENTS: Prime to furnish signs

RECEIVED
OCT 31 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Includes Bond X **Yes** ___ **No** **Union** X **Yes** ___ **No** **Minority Contractor** ✓ **Yes** ___ **No**

TELEPHONE BID

PROJECT: Willamina **BID DATE:** 10/28/83

NAME OF FIRM: D + ACCRAC **CONTACT:** JOE MARTIN

ADDRESS: **PHONE NO:** 661-5093

DATE RECEIVED: 10/26/83 **BY:** A

No.	Description & Quantity	Unit Price	Total Amount	No.	Description & Quantity	Unit Price	Total Amount
2		3000-					
11		10,000-	GR ONLY				
26		8^{80}					
27		18-					
28		295-					
29		150-					
30		90-					
31		4.^{50}					
32	160	19.^{50}	3120-				
33	30	23.^{50}	705.-				
34	50	10.^{80}	540				
			131,695-				
			<4365->				
			127,330-				

COMMENTS:

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OCT 31 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Includes Bond ✓ Yes __ No Union ✓ Yes __ No Minority Contractor ✓ Yes __ No

TELEPHONE BID

PROJECT: Willamina

BID DATE: 10/27/83

NAME OF FIRM: Coral Corp

CONTACT: Jay Minor

ADDRESS:

PHONE NO: 682-2252

DATE RECEIVED: 10/26/83

BY:

No.	Description & Quantity	Unit Price	Total Amount	No.	Description & Quantity	Unit Price	Total Amount
11	1	500.–	500 – GR ONLY				
26	10225	9.–	92025.–				
27	400	21.–	8400.–				
28	38	260.–	9880.–				
29	12	320.–	3840.–				
30	31	70.–	2170.–				
31	300	4.25	1275		118090		
32	160	21.–	3360.–				
33	30	24.–	720.–				
34	50	10.–	500		4580		
-			4		122,670.–		

COMMENTS:

RECEIVED
OCT 31 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Includes Bond ✓ Yes __ No   Union ✓ Yes __ No   Minority Contractor __ Yes ✓ No

TELEPHONE BID

PROJECT: Willamina

BID DATE: 10/28/83

NAME OF FIRM: Hopsin

CONTACT: Rich

ADDRESS:

PHONE NO: 684-1432

DATE RECEIVED:

BY:

No.	Description & Quantity	Unit Price	Total Amount	No.	Description & Quantity	Unit Price	Total Amount
11	1	9500.-	9500.-				
26	10225	8.50	89,910.-				
27	400	22.-	8800.-				
28	38	250.-	9500.-				
29	12	300.-	3600.-				
30	31	70.-	2170.-				
31	300	2.-	600.-		124,150.-		
32	160	16.-	2560.-				
33	30	20.-	600.-				
34	50	13.-	650.-		3810.-		
35	9	700.-	6300.-				
			134,260.-		127,960.-		

COMMENTS: J.C.C. TRAFFIC Control

RECEIVED
OCT 31 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Includes Bond ✓ Yes __ No   Union ✓ Yes __ No   Minority Contractor ✓ Yes __ No

TELEPHONE BID

PROJECT: ARROW

BID DATE: 10/27/83

NAME OF FIRM: ARROW BROS

CONTACT: BADE

ADDRESS:

PHONE NO: 682-2100

DATE RECEIVED: 10/26/83

BY: M

No.	Description & Quantity	Unit Price	Total Amount	No.	Description & Quantity	Unit Price	Total Amount
2	1	1000.-	1000.-				
26	10225	9^{50}	97137.50				
27	400	20.-	8000.-				
28	38	250.-	9500.-				
29	12	250.-	3000.-				
30	31	75.-	2325.-				
31	300	5.-	1500.-		122462^{50}		
32	160	20.-	3200.-				
33	30	24.-	720.-				
34	55	10.-	550.-				
					4470.-		
					126,932^{50}		

COMMENTS:

1 FLAGGING @ B.O PRICE

2 TRAFFIC Control By J.C.C

3 ADD 1% FOR Bo

4 26 INCLUDE G.R. ONLY

5 WALL EXCLUDE 32, 33 + 34

RECEIVED
OCT 31 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Includes Bond ✓ Yes __ No

Union __ Yes ✓ No

Minority Contractor ✓ Yes __ No

WBF — No ✓

DBF — Yes ✓

7731 39 W

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION

INTEROFFICE MEMO

TO: Don Adams
Final Design Engineer

DATE: October 17, 1983

FROM: Gerald Wimer Gerald Wimer
Region 2 Const Engineer

SUBJECT: Willamina/Salem Hwy.-Sheridan Section
Salmon River Highway
Polk and Yamhill Counties

District Maintenance Supervisor Rick Kuehn points out on the attached print of Sheet 2B that the overlay paving on the subject project needs to terminate 40 feet from the centerline of the railroad rather than 220 feet as shown on the original plans. He also indicates the railroad right-of-way is 60 feet in width not 40 feet.

Please have a revised drawing prepared for our use in directing the contractor how to construct this project.

Versteeg
Andersen
I Adams A
Macnab
[illegible]
Turpin
Trost
[illegible]
RECEIVED
OCT 18 1983
ROAD DESIGN
SECTION
Do Not File ☐
Return To
Bring Up
Action

GW/dlc
Attachment

cc: D. O. Christensen
Roger Trygstad
Rick Kuehn
Cliff Lehman

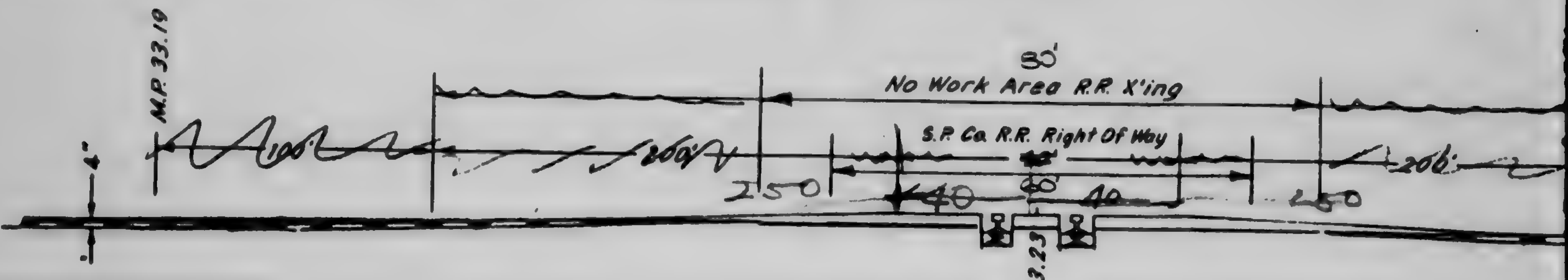
P.S. Do not let the contractor operate equipment on the railroad right-of-way unless you have him go to the expense of securing and posting railroad insurance. It is not presently part of the contract specifications.

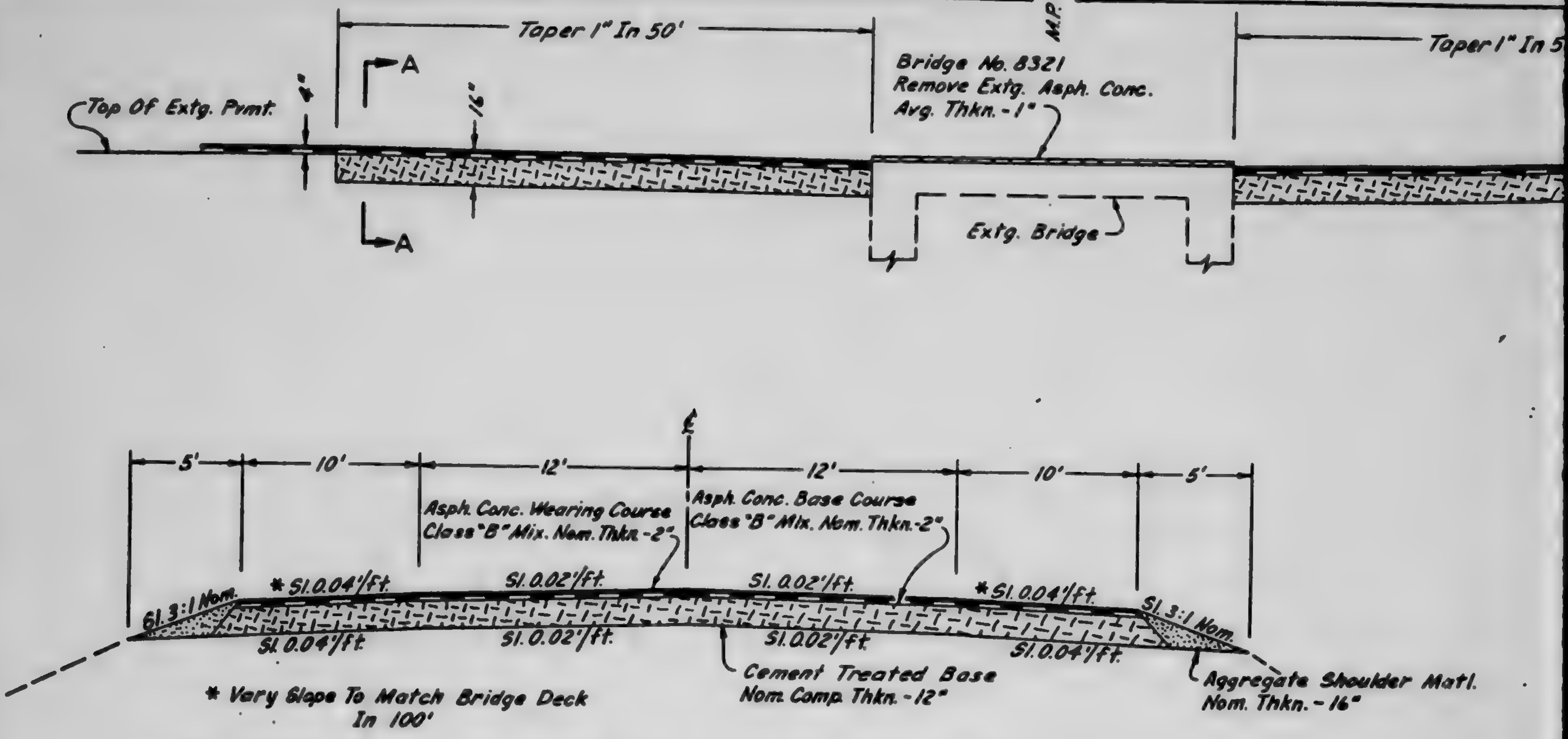
REFERRED TO
Watson Mann DEM
Fold Staudenmeyer
Eriksen King
Beard Bedford Leu
Return Discuss Do File Due
By FINAL DESIGN ENGINEER

Plans Being Revised
Revised Sheets to be sent out
after Bid opening
WEM
10/25/83

81-125-1387

PAVING AT R.R. X'ING

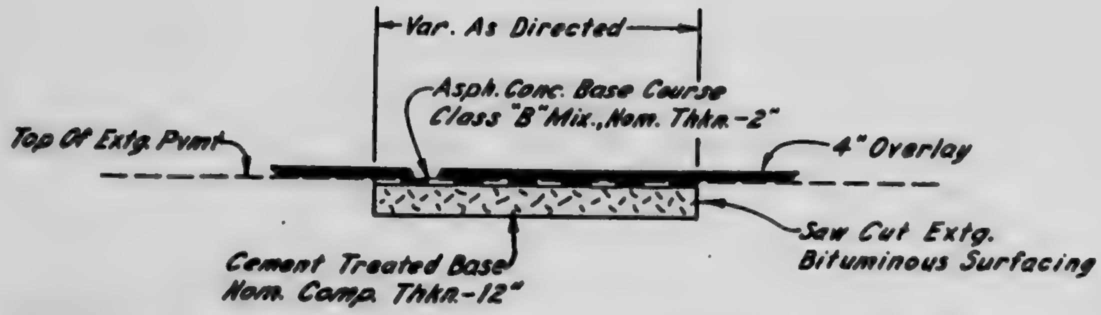

M.P. 33.19
4"
100'
200'
80'
No Work Area R.R. X'ing
S.P. Co. R.R. Right Of Way
150
40
40
250
200'
M.P. 33.23


Taper 1" In 50'
Taper 1" In 5
A
A
Top Of Extg. Pvmt.
4"
16"
Bridge No. 8321
Remove Extg. Asph. Conc.
Avg. Thkn. - 1"
Extg. Bridge
℄
5'
10'
12'
12'
10'
5'
Asph. Conc. Wearing Course
Class "B" Mix. Nom. Thkn. - 2"
Asph. Conc. Base Course
Class "B" Mix. Nom. Thkn. - 2"
Sl. 3:1 Nom.
* Sl. 0.04'/Ft.
Sl. 0.02'/Ft.
Sl. 0.02'/Ft.
* Sl. 0.04'/Ft.
Sl. 3:1 Nom.
Sl. 0.04'/Ft.
Sl. 0.02'/Ft.
Sl. 0.02'/Ft.
Sl. 0.04'/Ft.
Cement Treated Base
Nom. Comp. Thkn. - 12"
Aggregate Shoulder Matl.
Nom. Thkn. - 16"
* Vary Slope To Match Bridge Deck
In 100'

GRADING AND PAVING DETAILS AT STRUCTURES

SECTION A-A

M.P. 27.28	BR. NO. 8321
M.P. 30.38	BR. NO. 8060
M.P. 33.64	BR. NO. 8063
M.P. 33.82	BR. NO. 8064


Var. As Directed
Asph. Conc. Base Course
Class "B" Mix., Nom. Thkn. - 2"
Top Of Extg. Pvmt.
4" Overlay
Saw Cut Extg.
Bituminous Surfacing
Cement Treated Base
Nom. Comp. Thkn. - 12"

RESTORATION OF DETERIORATED ROADBED

(Where Directed By The Engineer)

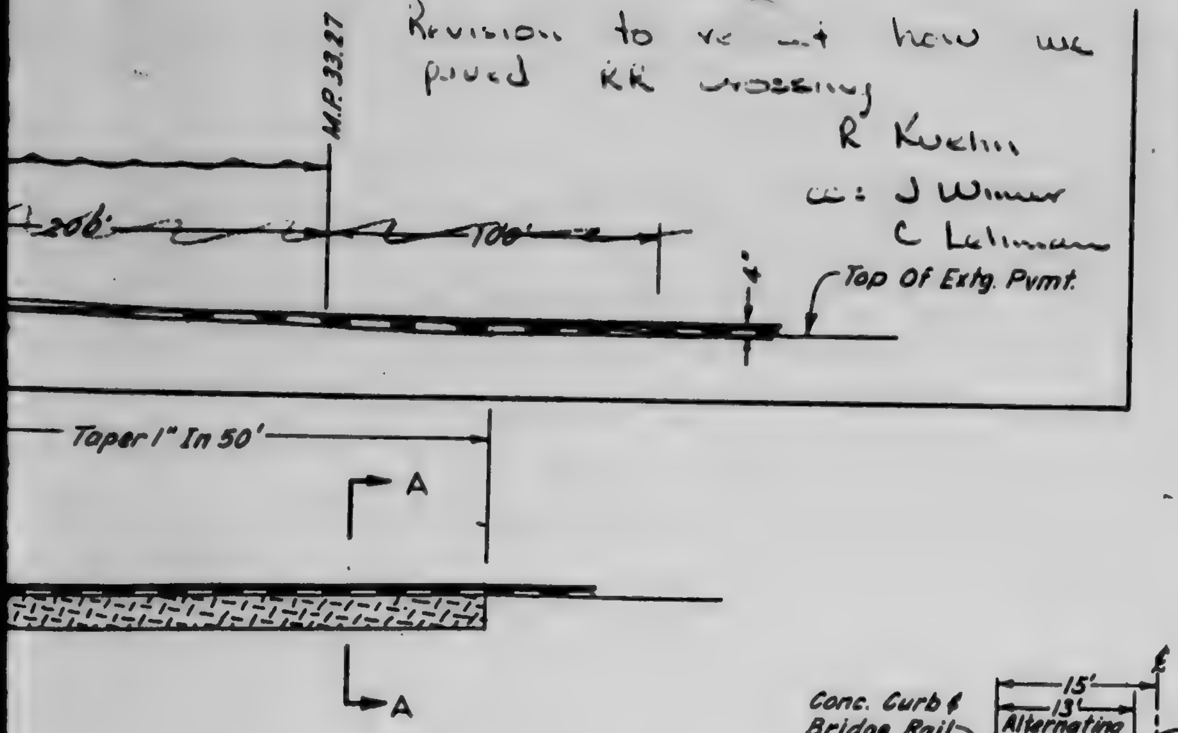
WILLAMINA, SALEM HWY ~ SHERIDAN SEC. SALMON RIVER HIGHWAY POLK & YAMHILL COUNTIES				Sheet No. 2B
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	F-23 (7)		See Index

17 V-141

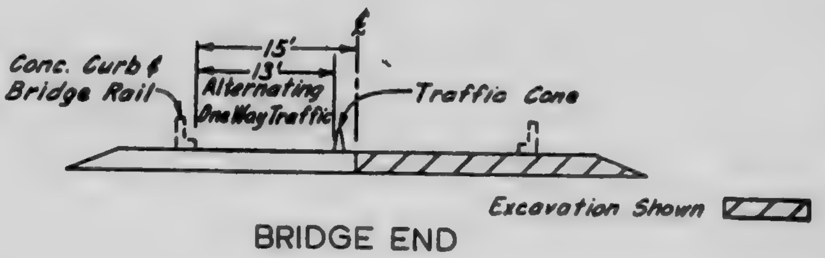
Revision to reflect how we paved RR crossing

R Kuehn

cc: J Wimer
C Lehman


M.P. 33.27
200'
700'
Top Of Extg. Pvmt.
Taper 1" In 50'
A
A

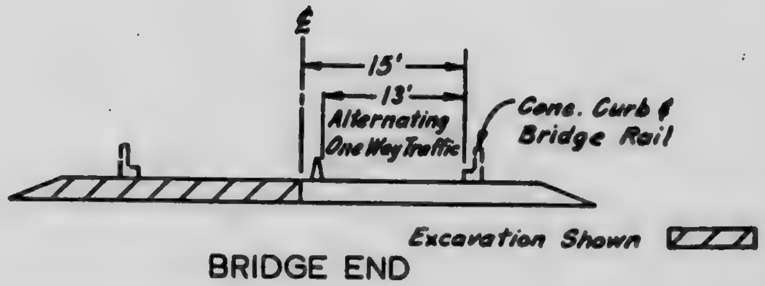
der Matl.


℄
15'
13'
Conc. Curb & Bridge Rail
Alternating One Way Traffic
Traffic Cone
Excavation Shown ▨

BRIDGE END

STAGE I

REGION 2 ENGINEER
RECEIVED
OCT 14 1983
TE RME
[✓ RE] RCE [✓ RME] RTE ROE
ULE GEO RSO ENV RFE


℄
15'
13'
Alternating One Way Traffic
Conc. Curb & Bridge Rail
Excavation Shown ▨

BRIDGE END

STAGE II

MILE POINT

9734

S

rll

U. S. DEPARTMENT OF TRANSPORT ION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-23(7)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Polk and Yamhill

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40017

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10/5/83

8. FEDERAL ROUTE NUMBER Primary 23

9. STATE ROUTE NUMBER Primary 39

10. GENERAL LOCATION:

Willamina/Salem Hwy-Sheridan Section

11. GENERAL DESCRIPTION OF WORK

High Type Pavement Overlay (3R)

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Anticipated items as shown in your "PS&E" Estimate dated 9/23/83

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate as being cost-effective.

Mr. Potter's 10/3/83 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $2,011,721. Regular Federal-aid matching ratio, appropriation code 010 in amount of $1,773,332 and increased Federal share (P.L. 97-424 Section 145) appropriation code 01L in amount of $238,389.

A signed copy of the Title Sheet is returned herewith. orig w/ att. to 10/7

RECEIVED
STATE HWY ENGR
OCT 7 '83
REFER TO
Potter
FOR

Info	Inves	R/D	D.R	Sign	Act	File

14. DATE 10/5/83

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-73) PREVIOUS EDITIONS MAY BE USED

9734

39

W

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project F-23(7)
Salem/Willamina Hwy Jct - Sheridan Sec
Salmon River Highway
Guardrail Salvage

Date: October 4, 1983

From: Division Administrator

Reply to Attn. of: HFO.2-OR

To: Mr. H. S. Coulter, State Highway Engineer

Mr. D. R. Adams' September 16 letter proposed the salvage of approximately 9,000 lineal feet of existing guardrail members from the subject project. He states that the rail has been in service for many years, that it is not galvanized, and therefore not acceptable for re-use. It does, however, have many uses to the Maintenance Section.

We concur that the material be salvaged and stockpiled in the Grand Ronde State maintenance yard and that the project be credited in the amount of $0.058 per pound (initially estimated at $4,148.00) for the rail members salvaged.

G. K. Hassner
for Dale E. Wilken

RECEIVED
TECHNICAL SERVICES
OCT 6 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
STATE HWY ENGR
OCT 6 '83
REFER TO Hunter
FOR
Info | Inves | R/D | D/R | Sign | Act X | File

NOTED
E. S. HUNTER

cc to Adams
10-7-83

1 [illegible] ✓
[illegible]
[illegible]
N [illegible] AA
[illegible]
[illegible]
[illegible]
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RECEIVED
OCT 10 1983
ROAD DESIGN SECTION

Do Not File
Return to
Bring Up
Action

September 16, 1983

DES 16

Dale E. Wilken, Division Administrator
Federal Highway Administration
100 Equitable Center
530 Center Street, N.E.
Salem, OR 97301

Attention: Glenn K. Hossner

Salem/Willamina Highway Jct.-Sheridan Section
Salmon River Highway
Polk and Yamhill Counties

It is proposed to salvage approximately 9,000 lineal feet of existing guardrail members from the project. This guardrail has been in service many years; it is not galvanized, and therefore, not acceptable for re-use. We believe it is in the public interest to salvage this material and make it available for use by the State.

We will specify the rail members are to be salvaged and stockpiled on State property in the Grand Ronde maintenance yard.

The project will be credited in the amount of $0.058 per pound for the rail members salvaged. This sum was determined as follows:

1. Scrap value of rail members = $0.025 per pound
2. Extra cost to the contractor for hauling and stockpiling at the stockpile site = $0.033 per pound

Initially the project will be credited for $4,148.00. The credit to the project will be adjusted when the actual amount of material salvaged and stockpiled is determined.

We solicit your concurrence as we feel it is in the public interest to salvage this material.

J. H. Versteeg
Road Design Engineer

By

Donald R. Adams, P.E.
Final Design Engineer

WEC:kkr

bc: E. S. Hunter
D. E. Swan
C. O. Fredrickson
Steve H. Macnab
Bud Mann

9734

5

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

September 16, 1983

In Reply Refer to
File No.
DES 16

RECEIVED
TECHNICAL SERVICES
SEP 21 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Dale E. Wilken, Division Administrator
Federal Highway Administration
100 Equitable Center
530 Center Street, N.E.
Salem, OR 97301

Attention: Glenn K. Hossner

Salem/Willamina Highway Jct.-Sheridan Section
Salmon River Highway
Polk and Yamhill Counties

It is proposed to salvage approximately 9,000 lineal feet of existing guardrail members from the project. This guardrail has been in service many years; it is not galvanized, and therefore, not acceptable for reuse. We believe it is in the public interest to salvage this material and make it available for use by the State.

We will specify the rail members are to be salvaged and stockpiled on State property in the Grand Ronde maintenance yard.

The project will be credited in the amount of $0.058 per pound for the rail members salvaged. This sum was determined as follows:

1.	Scrap value of rail members	= $0.025 per pound
2.	Extra cost to the contractor for hauling and stockpiling at the stockpile site	= $0.033 per pound

Initially the project will be credited for $4,148.00. The credit to the project will be adjusted when the actual amount of material salvaged and stockpiled is determined.

We solicit your concurrence as we feel it is in the public interest to salvage this material.

J. H. Versteeg
Road Design Engineer

By

Donald R. Adams, P.E.
Final Design Engineer

bc: E. S. Hunter
D. E. Swan
C. O. Fredrickson
Steve H. Macnab
Bud Mann

734-1830

9734

5

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

Date: September 8, 1983 PRO 6-2

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
D. E. SWAN

From: D.E. Swan
Project Unit Engineer

Subject: Project Data Submission
Item No. 30173
Project No. F-23(7)
Willamina/Salem Hwy.-Sheridan Sec.
Salmon River Hwy.
Polk & Yamhill Counties

Attached support data for the subject project consists of PR-1 form and project map.

It is the Oregon State Highway Division's present intention to receive bids for this project on October 13, 1983 and request Federal-Aid participation of 100 percent for reimbursement claims paid on or before September 30, 1984, in accordance with Pub. L. 97-424, Section 145.

JLG:bkb
Attachments

cc: C.O. Fredrickson
General Files

39

May 2, 1983

DES 16

......Versteeg ....
...1.Anderson............
.....Adams ....
......Macnab ....
......Stoudenmeyer........
......Terpin............
......Trout............
......Wakerlig............

RECEIVED

MAY 03 1983

ROAD DESIGN SECTION

Do Not File ☐
Return To ....
Bring Up ...../...../.....
Action..................

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center St. N.E.
Salem, OR 97301

Otis Jct. - Polk County Line Section
Salmon Rd. Highway
Tillamook County

It is proposed that a section of roadway east of the subject section be made a mandatory disposal area at M.P. 16.4. It is believed to be in the public interest to do so, and we ask that you concur.

The following reasons are given to support the decision:

1. This area contains a portion of the old highway which has been relocated and the fill material will add lateral support to the existing highway fill.
2. The disposal will be accomplished on existing R/W.
3. The disposal will be done off the highway rather than from the highway.
4. This does not conflict with the EIS.

J. H. Versteeg
Road Design Engineer

By

Donald R. Adams, P.E.
Final Design Engineer

DNS:mg

cc: D. Stoudenmeyer

7734

39

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

7-22-

DATE

PREFIX 27-1483
36-1480

1 - IDENTIFICATION

PROJECT NAME: Willamina-Salem Hwy-Jct. Willamina-Sheridan Hwy

HIGHWAY NAME: Salmon River

HIGHWAY NUMBER: 39

REGION: 2

ADMINISTRATIVE DISTRICT: 3

COUNTY: Polk and Yamhill

CITY:

LENGTH: 6.8

MILEPOST NUMBER: 27.3 TO 34.1

☒ RURAL ☐ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO

IF YES, UNIT OF GOVERNMENT:

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☒ STATE ☐ FAUS ☐ OTHER

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☒ GRADING ☒ PAVING ☐ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

The purpose of the project is to overlay the existing roadway from the easterly end of Wallace Bridge to the easterly end of the East Sheridan Interchange. In addition, the existing guard rail will be investigated as to type and condition with the thought of replacement if necessary to bring it up to current standards.

ADDENDUM (September 1982) The overlay project will include corrective measures to eliminate a dip in the vertical alignment of the Salmon River Highway with the SPRR @ MP 33.23.

1 Versteeg ✓
Anderson
2 Adams
3 Olson
Sullivan
Terpin
Trout
4 Wakerlig

RECEIVED
OCT 6 1982
ROAD DESIGN SECTION

Do Not File
Return To
Bring
Action

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 4400 - 1980

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☐	☐	☐	☐
PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH): 55

DESIGN STANDARDS: RRR

TRAFFIC ANALYSIS: ☐ LIGHT ☐ MEDIUM ☐ HEAVY

APPROVED
Frank E. Terpin
Location Engineer
Date 9/28/82

REFERRED TO
Stoudenmeyer
Cole
Mann
1 Watson W
Dorn
Lee
Do Not File
Due
BY FINAL DESIGN ENGINEER

FORM 734-1730 (12-78) Page 1

3 - FEATURES	EXISTIN UMBER AND WIDTH	PRO SED NUMBER AND WIDTH
TRAVEL LANES	2 - 12' lanes	same
SHOULDERS	2 - 8-foot	same
MEDIANS	none	----
PARKING LANES	none	----
SIDEWALKS	none	----
BIKEWAYS	shoulders	Stripe w/8" and legends
INTERCHANGES	two	same
OTHER:		

	YES	NO	MAYBE
Channelization	☒	☐	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☒	☐	☐
Structures	☐	☒	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☐	☒	☐
River ____________	☐	☒	☐
Stream ____________	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☒	☐	☐
At Grade	☒	☐	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☒	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.) R.R.	☒	☐	☐	Hydraulics Study	☐	☒	☐
Environmental Assessment	☐	☒	☐	Soils Investigation	☒	☐	☐
Statewide Assessment	☒	☐	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☒	☐	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☐	☐	☒
Public Hearing ______	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source Commercial	☒	☐	☐	Reconnaissance Available	☒	☐	☐
Utilities	☒	☐	☐	Design Review	☐	☒	☐

Type R. R. Communications

4 - WORK ITEMS

	TO BE PERFORMED BY		
	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY	☐	N/A ☐	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	----
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	----
CORRIDOR APPROVAL	( )	----
FIELD SURVEY	(0)	1
PRELIMINARY DESIGN	( )	----
DESIGN APPROVAL/FINAL EIS	( )	----
RIGHT-OF-WAY DESCRIPTIONS	( )	----
RIGHT-OF-WAY ACQUISITION	( )	----
P.S. & E. DOCUMENTS	( )	1

RECOMMENDED CONSTRUCTION DATE ______ (Region) [redacted] (Salem)

FORM 734-1730 (12-78) Page 3

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
A/C		4"

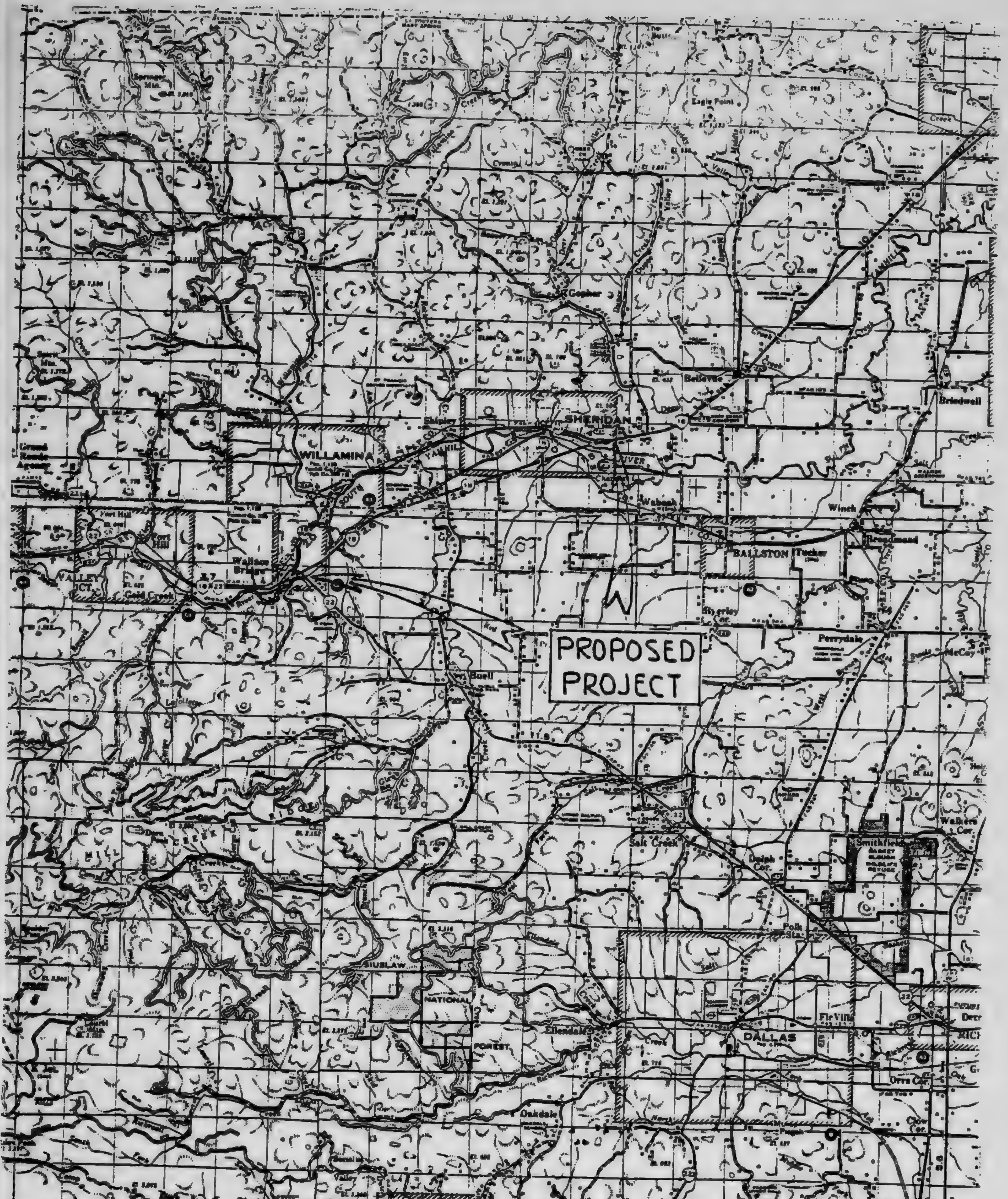
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	$ 1,500	$ 17,600
RIGHT OF WAY		
TRAFFIC CONTROL		Incl.
ILLUMINATION		
STRUCTURES		
RAILROAD	20,000	50,000
ROADWAY	1,875,000	1,953,000
OTHER		
ENGINEERING & CONTINGENCIES 30%	564,000	575,000
PROJECT TOTAL	$ 2,460,000	$ 2,595,600

SUBMITTED BY L. Weber


PROPOSED PROJECT
Eagle Point
Gopher
Bellevue
Bridwell
Shipley
SHERIDAN
WILLAMINA
Grand Ronde Agency
Fort Hill
Wallace Bridge
VALLEY JCT.
Gold Creek
Wabash
Winch
BALLSTON
Tucker
Broadmead
Perrydale
Buell
Salt Creek
Smithfield
Polk Sta.
SIUSLAW NATIONAL FOREST
Ellendale
DALLAS
Oakdale
Black Rock
FALLS CITY
YAMHILL RIVER

OREGON STATE HIGHWAY DIVISION
PROJECT REQUEST

A. IDENTIFICATION:

Date: 8-17-82

Proposed Section: SPRR X'ing @ M.P. 33.23 Region: 2
Highway: Salmon River St. Hwy. No. 39 M.P. 33.1 to M.P. 33.2 Length: 0.2
County(s): Yamhill (Attach Sketch Map)
Recommended Construction Date: Proposed 6 YP
Method of Doing Work: Contract X St. Force Other

B. FINANCING

	Section		Year	Funds Available
Postpone ☐		Current 6 YP		
		Recommend		
Cancel ☐		Current 6 YP		
		Recommend		

If not one of the above - Recommended Financing:

FAI ☐, FAP ☒, FAS ☐, ST. CONST. ☐, OTHER ☐

C. ROADWAY & TRAFFIC

	Width				Structures		Extg. Traffic (Year 1980)		Proj. Traffic (Year)	
	No. Lanes	Pvmt.	Shldrs.	Walks	No.	Tot. Lng.	ADT	Service Level	ADT	Service Level
Existing Facility:	4	48'	4	0			4,700			
Proposed Facility:		Same								

D. DEFINE THE PROBLEM: The Salmon River Highway crosses the SPRR tracks at grade. The grade of the tracks is lower than the highway which creates a dip at the crossing. Additional overlay proposed on the highway will increase the angle difference.

E. PROPOSED SOLUTION:

Raise the railroad grade in the crossing area to create a smooth crossing.

F. REASON FOR REQUEST AT THIS TIME:

To program the work so that it may be included in the overlay work proposed on the Willamina/Salem Hwy - Sheridan Section of the Salmon River Highway. However, the latter overlay should not be delayed due to processing this request.

G. COST ESTIMATE

Roadway Work	$ 6,500
R/W (Approx: No. of Parcels 0, Acres ___, Any Reloc. ___).	0
Structures	0
Other (Define) Railroad work	50,000
Preliminary Engineering (By Whom) State	5,000
TOTAL	$ 61,500

H. REQUESTED BY: ________
Region Engineer or Section Head

[✓ Approval]/Disapproval ________ 8/29/82
State Highway Engineer Date

Remarks & Action Taken:

Approval/Disapproval ________
Asst. Director for Operations Date

Oregon Transportation Commission

Approval Date ________

Form 734-1386 (3-78)

7734

Form 81-734-3000

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section S.P.R.R. X'ING @ M.P. 33.23

Date August 17, 1982

Highway Salmon River

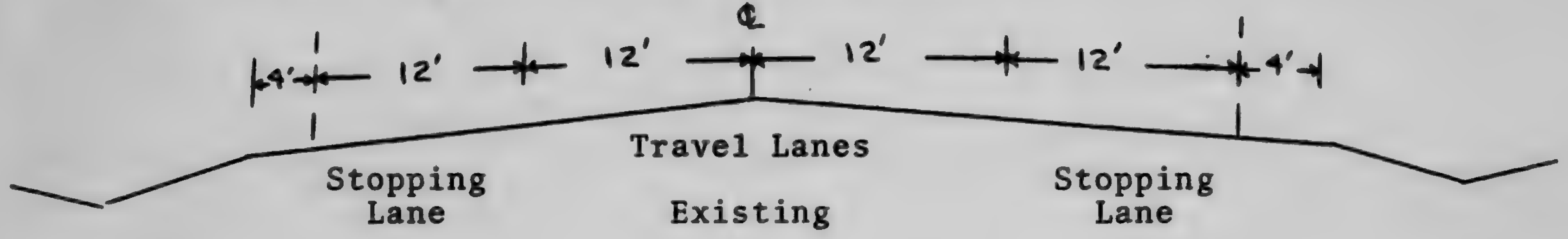
Authorization No. 1

County Yamhill

Survey Prefix .... (Assigned by Salem office)

Description of termini, route, length, etc.:

The project extends 0.1 mile each way from the crossing along the Salmon River Highway. Length is 0.2 miles.



TYPICAL SECTION

Purpose of survey:

To prepare plans, specifications and cost estimate for grade revision at railroad crossing.

Estimate of cost:

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . . $..........

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) . ...

Total all authorizations approved (Salem) . . ..

Requests made by:

.... Field Engineer

Recommended for Approval:

.... Regional Engineer

Recommended for Approval:

.... Location Engineer

Approved:

.... Assistant State Highway Engineer

SP*19700-734

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE: August 17, 1982
PREFIX:

1 - IDENTIFICATION

PROJECT NAME: S.P.R.R. X'ing @ M.P. 33.23

HIGHWAY NAME Salmon River	HIGHWAY NUMBER 39

REGION 2	ADMINISTRATIVE DISTRICT 3	COUNTY Yamhill	CITY
LENGTH 0.2 mi	MILEPOST NUMBER 33.1 TO 33.3	☒ RURAL	☐ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO
IF YES, UNIT OF GOVERNMENT:

TYPE OF FUNDS: ☐ FAI ☒ FAP ☐ FAS ☐ STATE ☐ FAUS ☐ OTHER

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER and Railroad Forces

TYPE OF WORK: ☒ GRADING ☒ PAVING ☐ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☒ OTHER R.R. track

PROJECT DESCRIPTION

This project proposes raising the railroad grade to eliminate a substantial dip in the vertical alignment of the Salmon River Highway at this grade crossing. The proposed overlay of the highway each side of the crossing will increase the grade difference. The work will include grading, paving the highway and raising the railroad to the proper grade.

It is anticipated that this work may be included in the proposed overlay project on the Salmon River Highway from Willamina/Salem Highway to Willamina/Sheridan Highway intersection. However, the latter overlay should not be delayed due to processing this request.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME) (1980) 4,700	PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

LEVEL OF SERVICE		A	B	C	D	E	F
	EXISTING	☐	☐	☐	☐	☐	☐
	PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH) 60	DESIGN STANDARDS AASHTO	TRAFFIC ANALYSIS ☐ LIGHT ☒ MEDIUM ☐ HEAVY

3 - FEATURES

	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	2(12')	Same
SHOULDERS	2(4')	Same
MEDIANS	0	Same
PARKING LANES	0	Same
SIDEWALKS	0	Same
BIKEWAYS	Bikes use paved shoulders	Same
INTERCHANGES	0	Same
OTHER:	2(12') Stopping Lanes	Same

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals Ext'g RR Xing	☒	☐	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☐	☒	☐
Stage Construction	☐	☐	☒
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☐	☒	☐
River__________	☐	☒	☐
Stream__________	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control Ext'g	☒	☐	☐
Railroad Crossing	☒	☐	☐
At Grade	☒	☐	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☐	☒
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☐	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☐	☐
Coast Guard	☐	☐	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☐	☐

3 - FEATURES (cont.)

	YE	NO	MAYBE
Agreements (City-County Etc.) R.R.	☒	☐	☐
Environmental Assessment	☐	☒	☐
Statewide Assessment	☒	☐	☐
Negative Declaration	☐	☒	☐
Environmental Impact Statement	☐	☒	☐
4-F Statement	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐
Public Hearing ________________	☐	☒	☐
Borrow Source	☐	☒	☐
Material Source Commercial	☒	☐	☐
Utilities	☒	☐	☐

Type R.R. Communications

	YES	NO	MAYBE
Hydraulics Study	☐	☒	☐
Soils Investigation	☐	☒	☐
Airport Clearance	☐	☒	☐
Economic Analysis	☐	☒	☐
Requires Field Survey	☒	☐	☐
Old Survey Available	☒	☐	☐
Requires[1] Vicinity Map	☒	☐	☐
Requires Photogrammetry	☐	☒	☐
Requires Reconnaissance Survey	☐	☒	☐
Reconnaissance Available	☒	☐	☐
Design Review	☐	☒	☐

4 - WORK ITEMS

	TO BE PERFORMED BY		
	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT–OF–WAY	☐	N/A ☐	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	
CORRIDOR APPROVAL	( )	
FIELD SURVEY	(2)	1
PRELIMINARY DESIGN	( )	
DESIGN APPROVAL/FINAL EIS	( )	
RIGHT-OF-WAY DESCRIPTIONS	( )	
RIGHT-OF-WAY ACQUISITION	( )	
P.S. & E. DOCUMENTS	( )	

RECOMMENDED CONSTRUCTION DATE	________ (Region)	________ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
A.C. Leveling* *Overlay proposed through this section was not included in the construction cost estimate.		Var 0"-3"

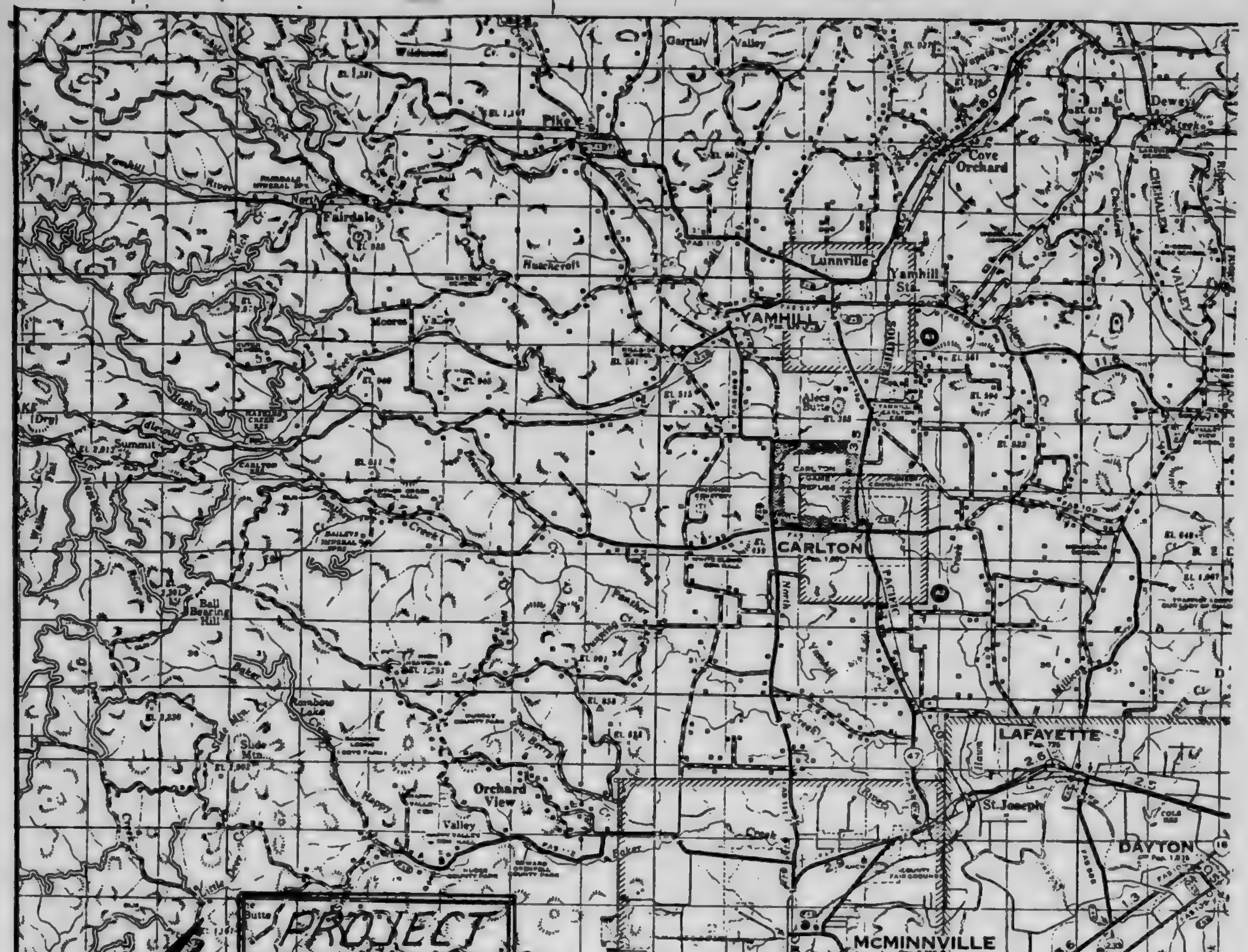
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	2,000	
RIGHT OF WAY		
TRAFFIC CONTROL	400	
ILLUMINATION		
STRUCTURES		
RAILROAD	50,000	
ROADWAY	4,250	
OTHER		
ENGINEERING & CONTINGENCIES	1,850	
PROJECT TOTAL	58,500	

SUBMITTED BY


PROJECT
YAMHILL
CARLTON
LAFAYETTE
DAYTON
McMINNVILLE
SHERIDAN
Orchard View
Eola Village
Whiteson
Bellevue
Briedwell
Gopher
Lunnville
Yamhill Sta.
Cove Orchard
Fairdale
Pike
St. Joseph
Wabash
Winch
Salt
Eagle Point
Dewey

PROSPECTUS MAP

SPRR X'ING @ M.P. 33.23

SALMON RIVER HIGHWAY
YAMHILL COUNTY

7734

Date: September 8, 1983 PRO 6-2

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D.E. Swan
Project Unit Engineer

Subject: Project Data Submission
Item No. 30173
Project No. F-23(7)
Willamina/Salem Hwy.-Sheridan Sec.
Salmon River Hwy.
Polk & Yamhill Counties

Attached support data for the subject project consists of PR-1 form and project map.

It is the Oregon State Highway Division's present intention to receive bids for this project on October 13, 1983 and request Federal-Aid participation of 100 percent for reimbursement claims paid on or before September 30, 1984, in accordance with Pub. L. 97-424, Section 145.

JLG:bkb
Attachments

cc: C.O. Fredrickson
General Files

Budget Bureau No. 41-R2067; Approval E

FORM PR-1
(REV. 4-61)

U.S. DEPARTME
BUREAU

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O. 9-8-83

CARD 2	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces) SR-18, 2.6 mi SE of Yamhill Co Line, NE	ADT	PRESENT 4,400	FUTURE ----	YEAR ---	REGION 10	STATE NAME Oregon

STATE CODE 41

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) High-Type Pvm't O'lay (3R)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) F- NUMBER 23 SEQ. NO. (7)

CARD 4	CLASS OF FEDERAL FUNDS Consolidated Primary	COUNTY NAME Polk & Yamhill	CODE 053 | 071			
	NAME OF URBAN AREA ---	ROUTE NO. P	FEDERAL-AID 23	STATE 39	U.S. ---	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 88.15%	STATE FUNDS	OTHER FUNDS	CHA PRO (Pu
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (78)			
5					PE								
5					ROW								
5					CONST (CODE) I000		"Willamina/Salem Hwy.- Sheridan Section"	7.12	2,577,000	(010) 2,271,600	(01L) 305,400		ROW-200 Access Parking none.

CARD 1	CODE 1	PREPARED BY JLG	PROJECT TOTALS	7.12	2,577,000	2,271,600	305,400		
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)	REMARKS		

-over

USCOMM DC

Budget Bureau No. 41-R2067; Approval Expires February 28, 196

NO.	FORM PR-1 (REV. 4-61)	U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS
O.	9-8-83	

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
SR-18, 2.6 mi SE of Yamhill Co Line, NE		4,400	----	---	10	Oregon	41	010 01L	40077 ~~30173~~

PROPOSED WORK (35 typewriter	NATL. FOREST	F/A ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
e Pvm't O'lay (3R)								F-	23	(7)		

AL FUNDS	COUNTY NAME	CODE	PROGRAM STAGE
Consolidated Primary	Polk & Yamhill	053 | 071	☐ 1 OR ☐ 2

AREA	ROUTE NO.	FEDERAL-AID	STATE	U.S.
---	P	23	39	---

CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 88.15%	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	PE								
	ROW								
	CONST (CODE) I000		"Willamina/Salem Hwy.-Sheridan Section"	7.12	2,577,000	(010) 2,271,600	(01L) 305,400		ROW-200' min.; Access Control-partial; Parking Restrictions-none.
	ARED BY JLG		PROJECT TOTALS	7.12	2,577,000	2,271,600	305,400		

RAM APPROVAL DATES

REMARKS

-over

USCOMM DUSCOMM-DC 46905-P61

Existing Facility:

Roadway ----- Basic section providing two 12-foot bit. surf. travel lanes with 10-foot paved shoulders.

Structure --- 1) MP 27.28, O'xing SR 22; Br. No. 8321; Hwy. over Hwy.; RCDG; L-258'; HC-30'; H-20 loading.
2) MP 30.38, Mill Creek; Br. No. 8060; Hwy. over waterway; RCDG; L-180'; HC-30'; H-20 loading.
3) MP 32.60; U'xing Co. Rd.; Br. No. 8062; Hwy. under Hwy.; RCDG; L-268'; HC-37' EB & 38' WB; VC-16.75' EB & 15.92' WB; H-20 loading.
4) MP 33.64; S. Fk. Yamhill Riv.; Br. No. 8063; Hwy. over waterway; RCDG; L-439'; HC-30'; H-20 loading.
5) MP 33.82; O'xing E. Bd. SR 18 BUS; Br. No. 8064; Hwy. over Hwy.; RCDG; L-259'; HC-30'; H-20 loading.

Adjacent Section: two 12-foot bit. surf. travel lanes with 10-foot paved shoulders.

Project Data: the work consists of 1) overlay roadway of existing facility with high-type pavement; 2) railroad protective service as required; 3) adjust utilities as necessary; 4) incidentals common to this type of construction.

Right-of-Way: No additional required.

System Action, Airports, Water Developments, Historical and Recreational Areas: None involved.

Railroad Crossing Data: (FCA-744.0)

Name of Railroad --------------- Southern Pacific Transportation Co.
No. of Tracks ------------------ One
No. of Trains ------------------ Two freight trains daily.
No. of Hi-Speed Trains --------- None
Existing X'ing Protection ------ Cantilever flashing lites, gongs & short arm gates.
Proposed X'ing Protection ------ No change.
RR Benefits -------------------- None

23 CFR 771 Requirements: Statewide Categorical Exc concurred in by FHWA on February 25, 1980.

FHPM 4-1-4 Requirements: Exempt under paragraph 5e

FHPM 7-7-5 Requirements:

1) Public Hearings ----- None required under Oregon Plan.
2) Loc./Des. ----------- Not a factor in the develo project.

Note: This project is in Congressional District No

Data for FHWA-37:

Polk County ------------------------ 37%
Yamhill County --------------------- 63%

cility:

-- Basic section providing two 12-foot bit. surf. travel lanes with 10-foot paved shoulders.

-- 1) MP 27.28, O'xing SR 22; Br. No. 8321; Hwy. over Hwy.; RCDG; L-258'; HC-30'; H-20 loading.
2) MP 30.38, Mill Creek; Br. No. 8060; Hwy. over waterway; RCDG; L-180'; HC-30'; H-20 loading.
3) MP 32.60; U'xing Co. Rd.; Br. No. 8062; Hwy. under Hwy.; RCDG; L-268'; HC-37' EB & 38' WB; VC-16.75' EB & 15.92' WB; H-20 loading.
4) MP 33.64; S. Fk. Yamhill Riv.; Br. No. 8063; Hwy. over waterway; RCDG; L-439'; HC-30'; H-20 loading.
5) MP 33.82; O'xing E. Bd. SR 18 BUS; Br. No. 8064; Hwy. over Hwy.; RCDG; L-259'; HC-30'; H-20 loading.

ction: two 12-foot bit. surf. travel lanes with 10-
shoulders.

a: the work consists of 1) overlay roadway of
cility with high-type pavement; 2) railroad protec-
e as required; 3) adjust utilities as necessary;
als common to this type of construction.

y: No additional required.

on, Airports, Water Developments, Historical and
l Areas: None involved.

ossing Data: (FCA-744.0)

lroad --------------- Southern Pacific Transportation Co.
ks ------------------ One
ns ------------------ Two freight trains daily.
peed Trains --------- None
ing Protection ------ Cantilever flashing lites, gongs & short arm gates.
ing Protection ------ No change.
-------------------- None

23 CFR 771 Requirements: Statewide Categorical Exclusion concurred in by FHWA on February 25, 1980.

FHPM 4-1-4 Requirements: Exempt under paragraph 5e.

FHPM 7-7-5 Requirements:

1) Public Hearings ----- None required under Oregon Action Plan.
2) Loc./Des. ----------- Not a factor in the development of project.

Note: This project is in Congressional District No. 1.

Data for FHWA-37:

Polk County ------------------------ 37%
Yamhill County --------------------- 63%

7734

Date: September 8, 1983

PRO 6-2

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D.E. Swan
Project Unit Engineer

Subject: FY 1983 Annual Program

We request your approval of the addition of the following project to the Annual Program.

Sec. Willamina/Sal~~mon~~em Hwy.-Sheridan   Project No. F-23(7)

Hwy. Salmon River (#39)   Item No. 30173

Co. Polk (#27) Yamhill (#36)   Rt. No. FAP 23

Area: Rural   City: ----

Begin M.P. 27.2   Length 7.1

Work: PE N/A , R/W N/A , Const. X , O'lay (Character)

Est. Cost: PE ---   R/W ---   CONST 2,577,000

F.A. Cost: PE ---   R/W ---   CONST 2,271,600

NOTES:
1) Statewide Cat. Exclusion 2/25/80.
2) A-95 review exempt.
3) Loc./Des. not a factor.

FHWA Endorsement
Approved ____________ Date ______
Div. Administrator

JLG:bkb
cc: Doug Tindall

Yamhill Co. Misc.

BEN GIFFORD

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE

PREFIX 27-1483
36-1480

1 - IDENTIFICATION

PROJECT NAME: Willamina-Salem Hwy-Jct. Willamina-Sheridan Hwy

HIGHWAY NAME: Salmon River

HIGHWAY NUMBER: 39

REGION 2	ADMINISTRATIVE DISTRICT 3	COUNTY Polk and Yamhill	CITY
LENGTH 6.8	MILEPOST NUMBER 27.3 TO 34.1	☒ RURAL	☐ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO

IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☒ STATE ☐ FAUS ☐ OTHER

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☒ GRADING ☒ PAVING ☐ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

The purpose of the project is to overlay the existing roadway from the easterly end of Wallace Bridge to the easterly end of the East Sheridan Interchange. In addition, the existing guard rail will be investigated as to type and condition with the thought of replacement if necessary to bring it up to current standards.

ADDENDUM (September 1982) The overlay project will include corrective measures to eliminate a dip in the vertical alignment of the Salmon River Highway with the SPRR @ MP 33.23.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 4400 - 1980

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

LEVEL OF SERVICE		A	B	C	D	E	F
	EXISTING	☐	☐	☐	☐	☐	☐
	PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH)	DESIGN STANDARDS	TRAFFIC ANALYSIS
55	RRR	☐ LIGHT ☐ MEDIUM ☐ HEAVY

APPROVED

Frank E. Perpin

Location Engineer

Date 9/28/82

FORM 734-1730 (12-78) Page 1

3 - FEATURES

	EXISTI NUMBER AND WIDTH	PR OSED NUMBER AND WIDTH
TRAVEL LANES	2 - 12' lanes	same
SHOULDERS	2 - 8-foot	same
MEDIANS	none	----
PARKING LANES	none	----
SIDEWALKS	none	----
BIKEWAYS	shoulders	Stripe w/8" and legends
INTERCHANGES	two	same
OTHER:		

	YES	NO	MAYBE
Channelization	☒	☐	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☒	☐	☐
Structures	☐	☒	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☐	☒	☐
River ____________	☐	☒	☐
Stream ____________	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☒	☐	☐
At Grade	☒	☐	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☒	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE
Agreements (City-County Etc.) R.R.	☒	☐	☐
Environmental Assessment	☐	☒	☐
Statewide Assessment	☒	☐	☐
Negative Declaration	☐	☒	☐
Environmental Impact Statement	☐	☒	☐
4-F Statement	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐
Public Hearing ________	☐	☒	☐
Borrow Source	☐	☒	☐
Material Source Commercial	☒	☐	☐
Utilities	☒	☐	☐

Type R. R. Communications

	YES	NO	MAYBE
Hydraulics Study	☐	☒	☐
Soils Investigation	☒	☐	☐
Airport Clearance	☐	☒	☐
Economic Analysis	☐	☒	☐
Requires Field Survey	☒	☐	☐
Old Survey Available	☒	☐	☐
Requires Vicinity Map	☐	☐	☒
Requires Photogrammetry	☐	☒	☐
Requires Reconnaissance Survey	☐	☒	☐
Reconnaissance Available	☒	☐	☐
Design Review	☐	☒	☐

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY	☐	N/A ☐	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	----
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	----
CORRIDOR APPROVAL	( )	----
FIELD SURVEY	(0)	1
PRELIMINARY DESIGN	( )	----
DESIGN APPROVAL/FINAL EIS	( )	----
RIGHT-OF-WAY DESCRIPTIONS	( )	----
RIGHT-OF-WAY ACQUISITION	( )	----
P.S. & E. DOCUMENTS	( )	1

RECOMMENDED CONSTRUCTION DATE ________ (Region) [redacted] (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
A/C		4"

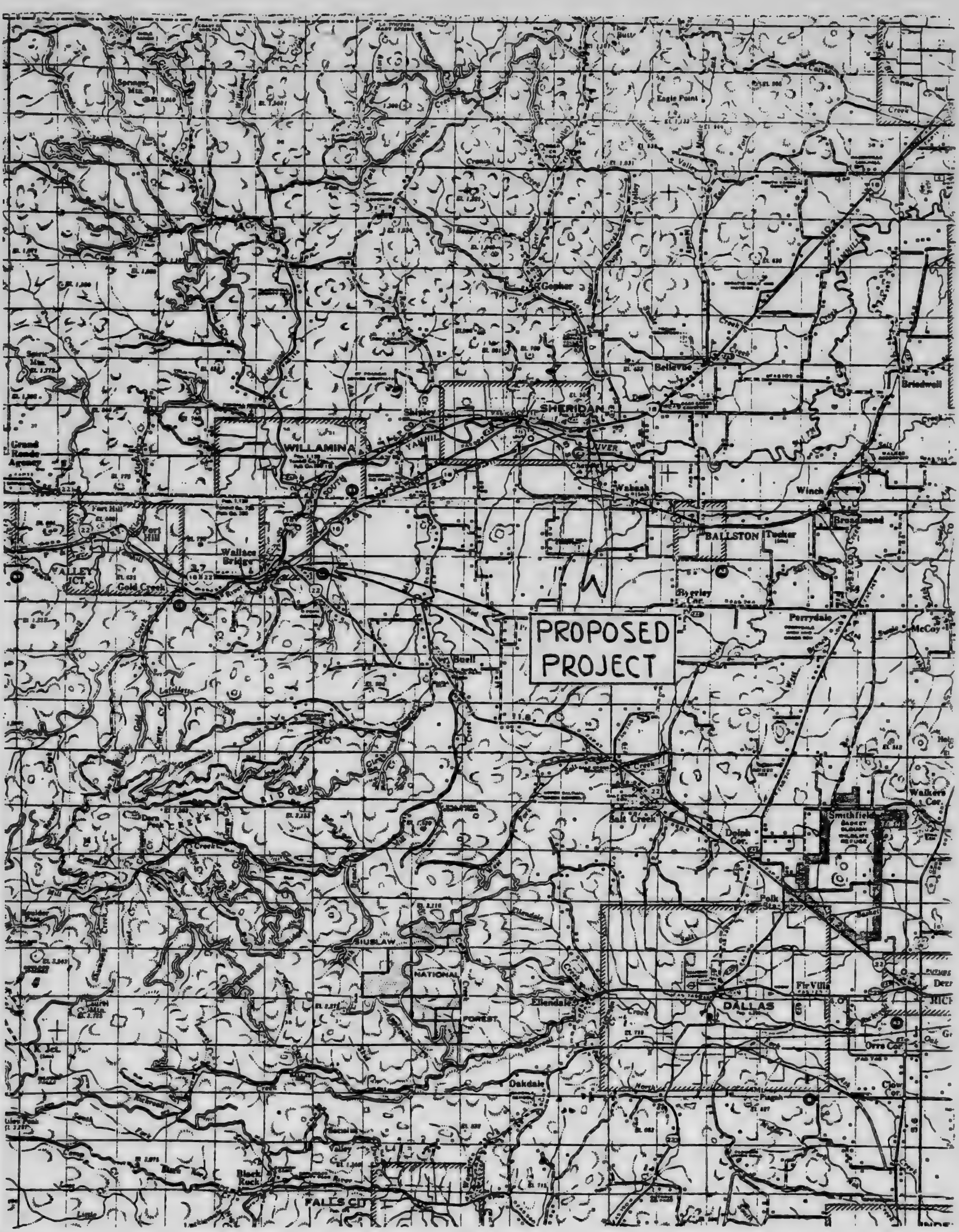
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	$ 1,500	$ 17,600
RIGHT OF WAY		
TRAFFIC CONTROL		Incl.
ILLUMINATION		
STRUCTURES		
RAILROAD	20,000	50,000
ROADWAY	1,875,000	1,953,000
OTHER ______________		
ENGINEERING & CONTINGENCIES .....30%.....................	564,000	575,000
PROJECT TOTAL	$ 2,460,000	$ 2,595,600

SUBMITTED BY L. Weber


PROPOSED PROJECT
SHERIDAN
WILLAMINA
Grand Ronde Agency
Fort Hill
Valley Jct.
Gold Creek
Wallace Bridge
Gopher
Bellevue
Eagle Point
Shipley
Wabash
Ballston
Tucker
Broadmead
Winch
Bridwell
Perrydale
McCoy
Buell
Salt Creek
Dolph Cor.
Smithfield
Walkers Cor.
Polk Sta.
Ellendale
DALLAS
Fir Villa
Orrs Cor.
Oakdale
SIUSLAW
NATIONAL
FOREST
Black Rock
FALLS CITY
Spirit Mtn.

4734

Section Willamina/Salem Hwy - Sheridan Programming Estimate $

Highway Salmon River Project Length 7.12

County Polk & Yamhill Completion Time 150 CWD

Kind of Work Grading and Paving Est. Comp. Date 7-11-84

Prefix 36-1480-921 Letting Date Oct. '83 Project No. F-23(7)

RECV'D 9/22/83 @ 3:30 PM JC

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 1,771,003.50

Anticipated Additional Items:		
Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	10,200	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished		
Roadside Seeding & Mulching	500	$ 19,848
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x ____ hrs.)		
State Responsibility for Damages	5,000	
Signal Controller Testing		
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
Salvaged Guard Rail	4148	
Adjust Utilities:		

Subtotal	$ 1,790,851.50
Contingencies (4-1/2%)	80,588.32
Engineering (8, ~~9~~, ~~10%~~)	143,268.12
Subtotal	$ 2,014,707.94
Credit for 4148	
Estimated Net Authorization, Construction	$ 2,014,707.94

APPROVED

Road Design Engineer

Rev. 11/81

~~SUMMA -BID SCHEDULE~~-COST E IMATE

OREGON STATE

HIGHWAY DIVISION

Section Willamina/Salem Hwy - Sheridan	County Polk & Yamhill	Sheet 1	of 2
Kind of Work Grading and Paving	Length 7.12	Date 8-26-83	Name BLACHLY

No.		Code	Unit	Quant.	Unit Cost	Total
	9-15-83 COST ANALYSIS UNIT. ~~8-30-83~~					
	THIS ENGINEERING ESTIMATE IS PRICED FOR					
	BID LETTING ~~Assume~~ 10-~~4~~ 20-83					
	Furnishing Field Laboratory		Each	1	2500^{00}	2500^{00}
	Mobilization		Lump Sum	All	Lump Sum	149500^{00} ~~143000^{00}~~
	Temporary Protection and Direction of Traffic		Lump Sum	All	Lump Sum	10,000^{00}
	Temporary Signs		Sq. Ft	256	6^{00}	1,536^{00}
	Temporary Barricades		Each	6	80^{00}	480^{00}
	Temporary Continuous Rail Traffic					
	Barriers, Reflectorized		Lin Ft	225	7^{00}	1,575^{00}
	Temporary Plastic Safety Markers		Each	25	80^{00}	2,000^{00}
	Flagmen		Hour	1000	15^{00}	15000^{00}
	Pilot Car		Hour	400	30^{00}	12,000^{00}
	Temporary Striping		Lin Ft	10,000	0^{20}	2000^{00}
	ROADWORK					
	Removal of Structures and Obstructions		Lump Sum	All	Lump Sum	12,000^{00}
	Ditch Excavation		Cu Yd	35	8^{00}	280^{00}
	General Excavation		Cu. Yd.	4600 ~~5550~~	5^{00}	23000^{00} ~~27750^{00}~~
	~~Cold Plane Pavement Removal~~		~~Sq Yd~~	~~860~~	~~2^{50}~~	~~2150^{00}~~
	Trench Excavation		Cu. Yd.	105	8^{00}	840^{00}
	Finishing Roadbed and Slopes		Lump Sum	All	Lump Sum	10,000^{00}
	1"-0 Aggregate Base		Ton	600	7^{50}	4500^{00}

734-1736 (8-81)

~~SUMMAR~~ ~~BID SCHEDULE~~-COST ES MATE

OREGON STATE

HIGHWAY DIVISION

Section Willamina/salem Hwy -Sheridan	County	Sheet 2 of 2
Kind of Work	Length	Date
		Name

No.	Item	Code	Unit	Quant.	Unit Cost	Total
	Aggregate Shoulders		Ton	5440	7^{50}	40800^{00}
	Cement Treated Base Mixture		Ton	6000	9^{75}	58500^{00}
	Portland Cement in C.T.B Mixture		Ton	330	85^{00}	28050^{00}
	Class "B" Asphalt Concrete Mixture		Ton	43,000	11^{50}	$494,500^{00}$
	Class "C" Asphalt Concrete Mixture in Leveling		Ton	12,500	11^{50}	$143,750^{00}$
	Asphalt Cement in Mixture		Ton	3500	165^{00}	577500^{00}
	Asphalt in Tack Coat		Ton	82	200^{00}	$16,400^{00}$
	12-inch Culvert Pipe		Lin Ft	360	12^{00}	$4,320^{00}$
	18-inch Culvert Pipe		Lin Ft	125	15^{00}	$1,875^{00}$
	Guard Rail, Type 2		Lin Ft	10,225	11^{50}	$117,587^{50}$
	Guard Rail, Type 3		Lin Ft	400	19^{00}	7600^{00}
	Guard Rail Anchors, Type 1		Each	38	300^{00}	$11,400^{00}$
	Extra for Guard Rail Bridge Connections		Each	12	200^{00}	2400^{00}
	Rail End Pieces, Type C		Each	31	80^{00}	2480^{00}
	Adjust Guard Rail		Lin Ft	300	3^{00}	900^{00}
	Delineators, Type 2		Each	160	22^{00}	3520^{00}
	Delineators, Type 3		Each	30	22^{00}	660^{00}
	Delineators, Type 4		Each	50	15^{00}	750^{00}
	Illumination Pole Bases		Each	9	1200^{00}	$10,800^{00}$
						~~1,773,153~~ ^{50}
						$1,771,003^{50}$

734-1736 (8-81)

1124

CON

STATE OF OREGON **INTEROFFICE MEMO**

TO: Gary Potter, Manager
Program Section

DATE: September 22, 1983

FROM: Rod Henry, Assistant
Right of Way Manager

SUBJECT: Right of Way Certification
F. A. Projects
Bid Opening October 20, 1983

Federal-aid Project No. F-23(7) Highway No. 39 State

Federal-aid Project Name Willamina/Salem Hwy. - Sheridan

County Polk & Yamhill

I certify that to the best of my knowledge the following statements, as checked, are correct with regard to the right-of-way and relocation for this project:

[X] No additional right-of-way was acquired. Construction can be accomplished within the existing right-of-way.

[ ] Right-of-way was acquired in accordance with current FHWA directives covering acquisition of real property and with the relocation provisions of FHPM 7-5. The State has legal and physical possession or has a right to occupy and use all right-of-way. Occupants have vacated all residential, commercial and farm buildings.

* * * * *

[ ] There are no individuals or families to be displaced from residential improvements.

[ ] All individuals and families have been relocated to decent, safe, and sanitary housing, or the State has made available to relocatees adequate replacement housing in accordance with the provisions of current FHWA directives.

Rod Henry

RH:jr

cc: J. H. Versteeg
Duane Ridings
Don Aman

81-125-1967

9-134

Section Willamina/Salem Hwy - Sheridan Programming Estimate $

Highway Salmon River Project Length 7.12

County Polk & Yamhill Completion Time 150 CWD

Kind of Work Grading and Paving Est. Comp. Date 7-11-84

Prefix 36-1480-921 Letting Date Oct. '83 Project No. F-23(7)

Rev 10-5-83

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 1,771,003.50

Anticipated Additional Items:

Royalty Payment	
Permit Fees	
Slide Correction	
Railroad Protective Costs	
Other Railroad Costs	
Permanent Signing	
Permanent Pavement Striping	10,200
Temporary Pavement Striping	
Remove Pavement Striping (Exist. & Temp.)	
Temporary Erosion Control	
State Furnished	
Roadside Seeding & Mulching	500
Asphalt Cement Adjustment	
On the Job Trainees ($0.80 x ____ hrs.)	
State Responsibility for Damages	5,000
Signal Controller Testing	
"OPTICOM" Testing	
Bikeway Signs	
Bikeway Striping & Legend	
Salvaged Guard Rail	4148
Bicycle Markings	5000

Adjust Utilities:

$ 24,848.00 ~~19,848~~

Subtotal	$	1,795,851.50
Contingencies (4-1/2%)		80,813.32
Engineering (8, ~~9~~, ~~10~~%)		143,668.12
Subtotal	$	2,020,332.94
Credit for		
Estimated Net Authorization, Construction	$	2,020,332.94

APPROVED

J H Westing
Road Design Engineer

APPROVED
FINAL DESIGN ENGR.

The only change is the addition of the anticipated item "Bicycle Markings"

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6

Date: November 25, 1983

To: Dale E. Wilken, Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

ORIGINAL SIGNED BY
GARY A. POTTER

Subject: Concurrence in Award

Confirmation of your tentative concurrence as of November 3, 1983 is requested in the award of contract for the Willamina/Salem Highway-Sheridan Section, Project No. F-23(7).

The contractor receiving the award is J.C. Compton Company, in the amount of $1,751,747.90 with Contract No. 9734 assigned. This bid was received on October 27, 1983 and awarded on November 3, 1983.

All right-of-way or rights-of-entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by FHPM 6-4-1-6 of the Federal-Aid Highway Program Manual, and it will be retained in a permanent project file.

We have complied with Disadvantaged Business Enterprise and Women Business Enterprise requirements for Women and Minorities that are required for this contract.

All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Federal Highway Administration endorsement

Date NOV 28 1983

I concur in the award.

Dale E. Wilken
Division Administrator

Form 734-3122

9734

P

ORDER FOR FORCE WORK

ORDER No. 3

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WORK TO BE DONE BY State Forces CONTRACT No. 9734
(State Forces or Utility, Railroad, Local Government Unit, etc.—by name)

PROJECT NAME Willamina/Salem Hwy. - Sheridan DATE June 19, 1984

HIGHWAY Salmon River FAP No. F-23(7)

COUNTY Polk, & Yamhill PREFIX 36-1091 FUNCTION 270-03

DESCRIPTION OF WORK TO BE DONE: Remove two illumination poles, and relocate one illumination pole. See attached plan sheet.

LOCATION BY STATION NUMBERS:

502+50 Lt. -- Remove
506+20 Rt. -- Relocate
507+40 Rt. -- Remove

6-27-84

ESTIMATE OF QUANTITIES & COSTS:

Labor	$ 1250.00
Equipment	$ 500.00
Materials	$ 700.00
	$ 2450.00

EXPLANATION:

It is necessary to relocate or remove these poles to provide deceleration lanes as shown on the contract plans. State forces are being utilized to do the work in order to realize a savings to the project of approxiamtely $ 2,000.00.

Prepare a separate order for each type of force work.
Submit the original as indicated below:

CONTRACT PROJECTS AND MISC: Submit original through channels to Construction Engineer in Salem. After approval copies will be sent to the Region Engineer, Resident Engineer and Highway Accounting.

TITLE II PROJECTS NOT UNDER CONTRACT: Submit original through channels to Traffic Engineer in Salem. After approval two copies will be sent to the Region Engineer and one copy to Highway Accounting.

CONTRACT PROJECTS ONLY:

Project Authorization . . . . $ 1,998,670.39
Present estimate of costs including work under this Force Order . . . . $ 1,951,802.15
Estimated ~~Overrun~~ Underrun Amount . . . . . . $ 46,868.24
Estimated ~~Overrun~~ Underrun Percent 2.3

SUBMITTED BY: C. V. Lehman
C. V. Lehman
TITLE: Project Manager
APPROVAL RECOMMENDED: Don Wagner
TITLE: Region Traffic Engr.
APPROVAL RECOMMENDED:
TITLE:

APPROVAL RECOMMENDED:
Region Engineer
date

APPROVED: Harold Wemer 6-27-84
Construction ~~or Traffic~~ Engineer

DO **NOT** USE THIS FORM FOR FORCE ACCOUNT (EXTRA WORK) BY CONTRACTORS OR SUBCONTRACTORS ON CONTRACT PROJECTS.

Form 734-1105 (Rev. 1-79)

ORDER FOR FORCE WORK

ORDER No. 5

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WORK TO BE DONE BY State Forces
(State Forces or Utility, Railroad, Local Government Unit, etc.—by name)

CONTRACT No. 9734

PROJECT NAME Willamina/Salem Hwy - Sheridan

DATE Sept 7, 1984

HIGHWAY Salmon River

FAP No. F-23(7)

COUNTY Polk, & Yamhill

PREFIX 36-1091

FUNCTION 220-05

DESCRIPTION OF WORK TO BE DONE: Reshape existing ground to better define the new road connection for traffic safety.

LOCATION BY STATION NUMBERS: M. P. 27.87

ESTIMATE OF QUANTITIES & COSTS:

Equipment ----	400.00
Labor --------	350.00
Total	$ 750.00

Effective date of authorization for work 9-13-84

EXPLANATION: The new road connection was constructed with a 62 ft. radius curve to accomodate a right-angle intersection. This work will better obliterate the old connection and make the new alignment more apparent to the traveling public. See attached plan sheet showing area to be graded.

Prepare a separate order for each type of force work.
Submit the original as indicated below:

CONTRACT PROJECTS AND MISC:
Submit original through channels to Construction Engineer in Salem. After approval copies will be sent to the Region Engineer, Resident Engineer and Highway Accounting.

TITLE II PROJECTS NOT UNDER CONTRACT:
Submit original through channels to Traffic Engineer in Salem. After approval two copies will be sent to the Region Engineer and one copy to Highway Accounting.

CONTRACT PROJECTS ONLY:

Project Authorization	$ 1,998,670.39
Present estimate of costs including work under this Force Order	$ 1,890,679.52
Estimated Overrun Underrun Amount	$ 107,990.87
Estimated ~~Overrun~~ Underrun Percent	5.4

SUBMITTED BY:

TITLE: C. V. Lehman, Project Manager

APPROVAL RECOMMENDED:

TITLE:

APPROVAL RECOMMENDED:

TITLE:

APPROVAL RECOMMENDED:
Asst. Region Engineer

APPROVED: 9-13-84
Construction or Traffic Engineer

589

DO NOT USE THIS FORM FOR FORCE ACCOUNT (EXTRA WORK) BY CONTRACTORS OR SUBCONTRACTORS ON CONTRACT PROJECTS.

Form 734-1105 (Rev. 1-79)

T

SP*70890-734

9734

P

ORDER FOR FORCE WORK

ORDER No. 4

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WORK TO BE DONE BY State Forces CONTRACT No. 9734
(State Forces or Utility, Railroad, Local Government Unit, etc.—by name)

PROJECT NAME Willamina/Salem Hwy. - Sheridan DATE July 03, 1984

HIGHWAY Salmon River FAP No. F-23(7)

COUNTY Polk, & Yamhill PREFIX 36-1091 FUNCTION 240-04

DESCRIPTION OF WORK TO BE DONE:

Placement of waterproof membrane, and 2" Asphalt Concrete overlay.

LOCATION BY STATION NUMBERS:

Bridge # 8321 — M.P. 27.28

Effective date of authorization for work 6-21-84

ESTIMATE OF QUANTITIES & COSTS:

Materials	$4.000.00
Labor	$2,000.00
Equipment	$1,000.00
	$7,000.00

EXPLANATION:

This work is required to correct existing deflections between bridge bents.

The membrane is required whenever a bridge deck is overlayed.

The contractor has removed his paving equipment, and does not want to do the work.

Prepare a separate order for each type of force work.
Submit the original as indicated below:

CONTRACT PROJECTS AND MISC:
Submit original through channels to Construction Engineer in Salem. After approval copies will be sent to the Region Engineer, Resident Engineer and Highway Accounting.

TITLE II PROJECTS NOT UNDER CONTRACT:
Submit original through channels to Traffic Engineer in Salem. After approval two copies will be sent to the Region Engineer and one copy to Highway Accounting.

CONTRACT PROJECTS ONLY:

Project Authorization . . . . $ 1,998,670.39

Present estimate of costs including work under this Force Order . . . . $ 1,958,802.15

Estimated Overrun Underrun Amount . . . . . $ 39,868.24

Estimated ~~Overrun~~ Underrun Percent 2.0

SUBMITTED BY: C. V.

TITLE: C. V. Lehman, Project Manager

APPROVAL RECOMMENDED:

TITLE:

APPROVAL RECOMMENDED:

TITLE:

APPROVAL RECOMMENDED:
Asst. Region Engineer

dato

APPROVED: 7-6-84
Construction ~~or Traf~~fic Engineer

DO NOT USE THIS FORM FOR FORCE ACCOUNT (EXTRA WORK) BY CONTRACTORS OR SUBCONTRACTORS ON CONTRACT PROJECTS.

1134

OREGON STATE HIGHWAY DIVISION 05/29/85 **PROGRESS ESTIM**

SECTION WILLAMINA/SALEM HW. SHERIDAN

HIGHWAY 2 SALMON RIVER

COUNTY YAMHILL POLK

TYPE WORK GRADING & PAVING

SPE ED COMPLETION	EXTENSION	APPROVED
A)		
B) 175 CWD		
C)		

CONTRACTOR J.C. COMPTON COMPANY

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
00001	C O FREDRICKSON REGN ENGR						
00002	CLIFF LEHMAN PROJECT MANAGER						
001	FURNISHING FIELD LABORATORY	EACH	20000000	1000	200000		
002	MOBILIZATION	LUMP SUM	1250000000	100000	12500000	100000	12500000
003	TEMPORARY PROTECTION AND DIR OF TRAFFIC	LUMP SUM	50000000	100000	500000	100000	500000
004	TEMPORARY SIGNS	SQ FT	116500	256000	298240	807200	940388
005	TEMPORARY BARRICADES	EACH	200000	6000	12000	6000	12000
006	TEMPORARY CONT RAIL TRAF BARRIERS REFLEC	LIN FT	10000	225000	22500	256000	25600
007	TEMPORARY PLASTIC SAFETY MARKERS	EACH	300000	25000	75000	15000	45000
008	FLAGMEN	HOUR	150000	1000000	1500000	2162000	3243000
009	PILOT CAR	HOUR	300000	400000	1200000	308000	924000

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 01

FORM 81 734 3498 REV 9 72

EXTENSION	APPROVED	USED
		188 CWD

CONTRACT NO. 9734
F.A.P. F 0023007
PREFIX 036 1091
AWARDED 11 03 83
ESTIMATE NO. 009

WORK DONE TO:

ESTIMATED DATE OF COMPLETION

COMPTON COMPANY

POST-SEMI-FINAL

CORRECTED ESTIMATE		PERFORMED TO DATE 08/21/84		TO COMPLETE 08/21/84		GROUP P or N	PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
						1P		
						1P		
						1P	✓	2000
100000	12500000	100000	12500000			1P		
100000	500000	100000	500000			1P		
807200	940388	807200	940388			1P		
6000	12000	6000	12000			1P		
256000	25600	256000	25600			1P		
15000	45000	15000	45000			1P		
2162000	3243000	2162000	3243000			1P		
308000	924000	308000	924000			1P	✓	2760

57,400

OREGON STATE HIGHWAY DIVISION 05/29/85 **PROGRESS ESTIM**

SECTION	WILLAMINA/SALEM HWY SHERIDAN	SPECIFIED COMPLETION	EXTENSION	APPROVED
HIGHWAY	SALMON RIVER	A) B) 175 CWD C)		
COUNTY	YAMHILL POLK			
TYPE WORK	GRADING & PAVING	CONTRACTOR	J.C. COMPTON COMPANY	

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
010	TEMPORARY STRIPING	LIN FT	5000	10000000	500000	28444000	1422200
01099	ROADWORK						
011	REMOVAL OF STRUCTURES & OBSTRUCTIONS	LUMP SUM	50000000	100000	500000	100000	500000
012	DITCH EXCAVATION	CU YD	175000	35000	61250	114500	200375
013	GENERAL EXCAVATION	CU YD	75000	4600000	3450000	4371700	3278775
014	TRENCH EXCAVATION	CU YD	150000	105000	157500	88600	132900
015	FINISHING ROADBED AND SLOPES	LUMP SUM	100000000	100000	1000000	100000	1000000
016	1"-0 AGGREGATE BASE	TON	80000	600000	480000	755910	604728
017	AGGREGATE SHOULDERS	TON	69500	5440000	3780800	6782540	4713865
018	CEMENT TREATED BASE MIXTURE	TON	99000	6000000	5940000	5935990	5876630
019	PORTLAND CEMENT IN CTB MIXTURE	TON	780000	330000	2574000	279170	2177526

PROGRESS ESTIMATE AND COST REPORT

PAGE NO 02

FORM 81 734 3498 REV 9 72

EXTENSION

APPROVED

USED
188 CWD

CONTRACT NO. 9734
F.A.P. F 0023007
PREFIX 036 1091
AWARDED 11 03 83
ESTIMATE NO. 009

WORK DONE TO:

ESTIMATED DATE OF COMPLETION:

COMPTON COMPANY

POST-SEMI-FINAL

CORRECTED ESTIMATE		PERFORMED TO DATE 08/21/84		TO COMPLETE 08/21/84		GROUP P or N	PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
28444000	1422200	28444000	1422200			1P		
						1P		
100000	500000	100000	500000			1P		
114500	200375	114500	200375			1P		
4371700	3278775	4371700	3278775			1P	✓	1710
88600	132900	88600	132900			1P	✓	246 —
100000	1000000	100000	1000000			1P		
755910	604728	755910	604728			1P		
6782540	4713865	6782540	4713865			1P		
5935990	5876630	5935990	5876630			1P	✓	633 —
279170	2177526	279170	2177526			1P	✓	3964 —

OREGON STATE HIGHWAY DIVISION 05/29/85 **PROGRESS ESTIM**

SECTION WILLAMINA/SALEM HWY-SHERIDAN

HIGHWAY SALMON RIVER

COUNTY YAMHILL POLK

TYPE WORK GRADING & PAVING

SPECIFIED COMPLETION
A) 175 CWD
B)
C)

EXTENSION

APPROVED

CONTRACTOR J.C. COMPTON COMPANY

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
020	CLASS B ASPHALT CONC MIXTURE	TON	116500	43000000	50095000	38460090	44806005
021	CLASS C ASPHALT CONCRETE MIXTURE LEVELN	GTON	129500	12500000	16187500	13250860	17159864
022	ASPHALT CEMENT IN MIXTURE	TON	1700000	3500000	59500000	3049220	51836740
023	ASPHALT IN TACK COAT	TON	1700000	82000	1394000	110430	1877310
024	12-INCH CULVERT PIPE	LIN FT	120000	360000	432000	800000	960000
025	18-INCH CULVERT PIPE	LIN FT	150000	125000	187500	100000	150000
026	GUARD RAIL TYPE 2A PA 7	LIN FT	90000	10225000	9202500	14496000	13046400
027	GUARD RAIL TYPE 3	LIN FT	210000	400000	840000	400000	840000
028	GUARD RAIL ANCHORS TYPE 1 PA 7	EACH	2600000	38000	988000	46000	1196000
029	EXTRA FOR GUARD RAIL BRDGE CONNECTNS	EACH	3200000	12000	384000	16000	512000
030	RAIL END PIECES TYPE C PA 7	EACH	700000	31000	217000	35000	245000

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 03

FORM 81 734 3498 REV. 9 72

EXTENSION	APPROVED	USED
		188 CWD

CONTRACT NO. 9734
F.A.P. F 0023007
PREFIX 036 1091
AWARDED 11 03 83
ESTIMATE NO. 009

WORK DONE TO:

ESTIMATED DATE OF COMPLETION:

OMPTON COMPANY

POST-SEMI-FINAL

CORRECTED ESTIMATE		PERFORMED TO DATE 08/21/84		TO COMPLETE 08/21/84		GROUP P OR N	PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
38460090	44806005	38460090	44806005			1P	✓	52,889 —
13250860	17159864	13250860	17159864			1P		
3049220	51836740	3049220	51836740			1P		
110430	1877310	110430	1877310			1P		
800000	960000	800000	960000			1P		
100000	150000	100000	150000			1P		
14496000	13046400	14496000	13046400			1P		
400000	840000	400000	840000			1P		
46000	1196000	46000	1196000			1P		
16000	512000	16000	512000			1P		
35000	245000	35000	245000			1P		

OREGON STATE HIGHWAY DIVISION 05/29/85 **PROGRESS ESTIM**

SECTION WILLAMINA/SALEM HWY SHERIDAN
HIGHWAY SALMON RIVER
COUNTY YAMHILL POLK
TYPE WORK GRADING & PAVING

SPE ED COMPLETION	EXTENSION	APPROVED
A)		
B) 175 CWD		
C)		

CONTRACTOR J.C. COMPTON COMPANY

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
031	ADJUST GUARD RAIL	LIN FT	42500	300000	127500	275000	116875
032	DELINEATORS TYPE 2	EACH	180000	160000	288000	180000	324000
033	DELINEATORS TYPE 3	EACH	190000	30000	57000	40000	76000
034	DELINEATORS TYPE 4	EACH	120000	50000	60000	55000	66000
035	ILLUMINATION POLE BASES	EACH	5150000	9000	463500	8000	412000
	TOTALS FOR ORIG. CONTRACT				175174790		171721181
	PRICE AGREEMENTS						
3001A	SPEC CHANGE SECT 403						
3002A	SPEC CHANGE CL B A.C.						
3003A	SPEC CHANGE BI #21						
3004A	CR FOR ALTERNATE BURNER FUEL	LUMP SUM	-4560000			100000	-45600

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 04

FORM 81 734 3498 REV. 9-72

EXTENSION	APPROVED	USED
		188 CWD

CONTRACT NO. 9734
F.A.P. F 0023007
PREFIX 036 1091
AWARDED 11 03 83
ESTIMATE NO. 009

WORK DONE TO:

ESTIMATED DATE OF COMPLETION:

COMPTON COMPANY

POST-SEMI-FINAL

CORRECTED ESTIMATE		PERFORMED TO DATE 08/21/84		TO COMPLETE 08/21/84		GROUP P OR N	PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
275000	116875	275000	116875			1P		
180000	324000	180000	324000			1P		
40000	76000	40000	76000			1P		
55000	66000	55000	66000			1P		
8000	412000	8000	412000			1P		
	171721181		171721181					
						1P		
						1P		
						1P		
100000	-45600	100000	-45600			1P		

OREGON STATE HIGHWAY DIVISION 05/29/85 **PROGRESS ESTIMA**

SECTION WILLAMINA/SALEM HWY-SHERIDAN

HIGHWAY SALMON RIVER

COUNTY YAMHILL POLK

TYPE WORK GRADING & PAVING

SPECIFIED COMPLETION
A)
B) 175 CWD
C)

EXTENSION

APPROVED

CONTRACTOR J.C. COMPTON COMPANY

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
3005A	SPEC CHANGE BI #20						
3006A	PERM SIGNING	LUMP SUM	21250000			100000	212500
3007B	REMOVE & STOCKPILE GUARDRAIL	LIN FT	7000			2738000	191660
3008A	PERMANENT SIGNING	LUMP SUM	42840000			100000	428400
3009A	ANTISTRIPPING ADDITIVE	TON	75000			2995980	2246985
	SUB-TOTAL P. A.						3033945
	ADJUSTMENTS						
6001A	RED ASPH BI 20 & 21	LUMP SUM	-1000000000			7050	-705000
6001B	BONUS ASPH BI 20 & 21	LUMP SUM	1000000000			10656	1065600
6002A	LIQUIDATED DAMAGES	DAY	-3000000			13000	-390000
6003A	LIQUIDATED DAMAGES	DAY	-400000			58000	-232000

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 05

FORM 81 734 3498 REV. 9 72

EXTENSION	APPROVED	USED
		188 CWD

CONTRACT NO. 9734
F.A.P. F 0023007
PREFIX 036 1091
AWARDED 11 03 83
ESTIMATE NO. 009

WORK DONE TO:

ESTIMATED DATE OF COMPLETION:

COMPTON COMPANY

POST-SEMI-FINAL

CORRECTED ESTIMATE		PERFORMED TO DATE 08/21/84		TO COMPLETE 08/21/84		GROUP P OR N	PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
						1P		
100000	212500	100000	212500			1P		
2738000	191660	2738000	191660			1P		
100000	428400	100000	428400			1P		
2995980	2246985	2995980	2246985			1P		
	3033945		3033945					
7050	-705000	7050	-705000			1P		
10656	1065600	10656	1065600			1P		
13000	-390000	13000	-390000			1P		
58000	-232000	58000	-232000			P		

OREGON STATE HIGHWAY DIVISION 05/29/85 **PROGRESS ESTIM**

SECTION WILLAMINA/SALEM HWY-SHERIDAN
HIGHWAY SALMON RIVER
COUNTY YAMHILL POLK
TYPE WORK GRADING & PAVING

SPECIFIED COMPLETION
A)
B) 175 CWD
C)

EXTENSION

APPROVED

CONTRACTOR J.C. COMPTON COMPANY

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
6003B	TIME EXTENSION ARP 5-13-85	DAY	400000			58000	232000
	SUB-TOTAL ADJ.						-29400
	TOTALS ALL EXCEPT F.A.						174725726
	* TOTAL PAY COSTS				175174790		174725726
	STATE FORCE ORDERS						
92001	PERM PAVEMENT STRIPING						1020000
92002	BICYCLE MARKINGS						500000
92003	REMOVE & RELOCATE ILLUM POLES						245000
92004	BRIDGE OVERLAY						700000
92005	RESHAPE EXISTING GROUND						75000
	SUB-TOTAL STATE FORCES						2540000
	ADD. ANTICIP. ITEMS						
94001	PERM PAVEMENT STRIPING				1020000		

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 06

FORM 81-734 3498 REV. 9 72

EXTENSION	APPROVED	USED
		188 CWD

CONTRACT NO. 9734
F.A.P. F 0023007
PREFIX 036 1091
AWARDED 11 03 83
ESTIMATE NO. 009
POST-SEMI-FINAL

WORK DONE TO:

ESTIMATED DATE OF COMPLETION:

COMPTON COMPANY

CORRECTED ESTIMATE		PERFORMED TO DATE 08/21/84		TO COMPLETE 08/21/84		GROUP P OR N	PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
58000	232000	58000	232000			P		
	-29400		-29400					
	174725726		174725726					
	174725726		174725726					
	1020000				1020000	1P		
	500000				500000	8P		
	245000				245000	1P		
	700000				700000	1P		
	75000				75000	1P		
	2540000				2540000			
						1P		

OREGON STATE HIGHWAY DIVISION 05/29/85 **PROGRESS ESTIMA**

SECTION WILLAMINA/SALEM HWY-SHERIDAN

HIGHWAY SALMON RIVER

COUNTY YAMHILL POLK

TYPE WORK GRADING & PAVING

SPECIFIED COMPLETION
A)
B) 175 CWD
C)

EXTENSION

APPROVED

CONTRACTOR J.C. COMPTON COMPANY

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
94002	BICYCLE MARKINGS				500000		
94003	ROADSIDE SEEDING&MULCHING				50000		
94004	SALVAGED GUARD RAIL				414800		
94005	ST RESPNSBLTY FOR DAMAGES				500000		
98999	CONTINGENCIES				7994682		
99999	ENGINEERING				14212767		16730000
	GRAND TOTALS				199867039		193995726

RESIDENT ENGINEER -------------------------- DATE ---------- DIVISION ENGINEER ---

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 07

FORM 81 734 3498 REV. 9-72

EXTENSION	APPROVED	USED
		188 CWD

CONTRACT NO. 9734
F.A.P. F 0023007
PREFIX 036 1091
AWARDED 11 03 83
ESTIMATE NO. 009

WORK DONE TO:
ESTIMATED DATE OF COMPLETION:

COMPTON COMPANY

POST-SEMI-FINAL

CORRECTED ESTIMATE		PERFORMED TO DATE 08/21/84		TO COMPLETE 08/21/84		GROUP P or N	PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
						1P		
						1P		
						1P		
						1P		
	16730000		16730000					
	193995726		191455726		2540000			

DIVISION ENGINEER ---------------------------- DATE ----------

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12,1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE
FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO (INSERT OFFICIAL OR DEPOSITARY NAMED IN PROJECT)
Treasurer of the State of Oregon

ADDRESS
Capitol Building
Salem

STATE
Oregon 97310

PAID BY

(For use of Paying Office)

VOUCHER TYPE (Check Appropriate Block)
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

VOUCHER PERIOD
FROM 10 05 83
TO 05 27 87

FEDERAL AID PROJECT NO.
F23 (7)

(*) Use Form FHWA - 1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117)

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO - RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
4,324.57 1,946,025.83	4,298.84 1,943,374.93	88.15 88.15	3,789.42 1,713,085.00 213,510.60	3,789.42 1,713,085.00 213,510.60	01L
1,950,350.40	1,947,673.77	88.15	1,930.385.02	1,930,385.02	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements ; applicable State and Federal laws or regulations; and that no claim has been previously submitted for costs claimed.

STATE HIGHWAY AGENCY
Oregon

DATE
7-29-91

SIGNATURE OF AUTHORIZED OFFICIAL
Diane Galicia

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED
$0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM FR-20 REV 5-78

0WILLAMINA/SALEM HWY.-SHERIDAN SECTION
SALMON RIVER HIGHWAY IN POLK AND YAMHILL COUNTIES F 23 (7)

TYPE CODE 1000
ROADWAY

FINAL CONTRACT PAYMENT SUMMARY	LUMP SUM	$1,751,157.26
SFO 1 STRIPING STATE	ALL REQUIRED	9,754.07
SFO 2 BICYCLE MARKING STATE	ALL REQUIRED	2,573.86
SFO 3 RFEMOVE AND RELOCATE POLES STATE	ALL REQUIRED	2,526.34
SFO 4 BRIDGE OVERLAY STATE	ALL REQUIRED	10,411.87
SFO 5 RESHAPE EXISTING GROUND STATE	ALL REQUIRED	2,335.83
TOTAL PARTICIPATING CONSTRUCTION		$1,778,759.23

CONSTRUCTION ENGINEERING

LIQUIDATED DAMAGES	LUMP SUM	-3,900.00
STATE	ALL REQUIRED	$ 172,814.54
TOTAL ENGINEERING COST		$ 168,914.54
TOTAL PARTICIPATING PROJECT COST		$1,947,673.77

NON-PARTICIPATING PROJECT COST

Construction Engineering	All Required	2,676.63
TOTAL PROJECT COSTS		$1,950,350.40

COUNTY	PER CENTAGE	CONSTRUCTION	CON ENG	N COST	TOTAL COAT
POLK	35%	622,565.73	59,120.08	936.82	682,622.63
YAMHILL	65%	1,156,193.50	109,794.46	1,739.81	1,267,727.7
TOTAL	100%	1,778,759.23	168,914.54	2,676.63	1,920,350.40

1983 McKay Creek Bridge Sec. of 9735
Shadybrook Rd.
(Grading, paving & structure)

9735

May 24, 1988 PRO

Jerry Green
MSTIP Program Manager
Department of Land Use and
Transportation Administration
150 North First
Hillsboro, OR 97124

Re: Invoice #145987 - Final Settlement McKay Creek

The following items are in response to your April 22, 1988 letter to Ann Hernandez on the subject project.

Item #1. The $714.17 nonparticipating payment to Contractor is Bid Item #22, Single Mailbox Supports, 7 at $80 equals $560 and Concrete for Support $154.17. FHWA will not participate in mailbox installations.

Item #2. The $532.61 nonparticipating interest charges are incurred on the Contractor's final payment. FHWA does not participate in interest charges.

Item #3. The Federal Highway Administration has chosen to limit their participation in construction engineering to 15% of the construction cost. There is no State statutory limitation for construction engineering as you have suggested.

Unfortunately on small projects such as this, construction engineering often overruns the arbitrary 15% limit. Under our agreement the State has no obligation to participate in this cost. Because of potential impact on your budget however, we have reviewed this project with the Project Manager and determined that payment of all the nonparticipating engineering cost is appropriate. We will notify our Accounting Section to charge the total $14,054.98 nonparticipating field engineering charges to the State.

We hope this clears up any misunderstanding about this project. If we can be of further assistance, please contact us.

Sincerely,

Cam Gilmour, Manager
Program Section

MKS:bkw
cc: Wayne Schulte; Ann Hernandez; Mike Shultz

9735

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: May 24, 1988

COUNTY: Washington AGREEMENT NO: 7536 & 7537 PROJECT NO: BRS-A685(4, 5, and 6)

CONTRACT NO: 9735 SECTION: McKay Creek (Shady Brook & Over Flow)

PRELIMINARY ENGINEERING PREFIX 534-1949:

	PARTICIPATING	NONPARTICIPATING
Project Manager	$ 12,037.01	$
Payment to County	315.75	
Final Design	5,051.42	
R/W Descriptions	3,171.08	
Traffic Section	182.79	
R/W Liaison	203.36	
Region Utility Liaison	131.31	
Program Section	79.39	
Administrative Services	85.14	
Environmental Section	257.95	
Structural Foundations	6,340.58	
Free Bridge Design	3,405.24	
R/W Utility Engineer	31.03	
Surface Design Engineer	216.70	
Hydraulics	2,505.43	
Training	152.18	
Free Specifications	2,574.34	
Total P.E. Cost	$ 36,740.70	$ -0-
Less Free Br. Design	(5,979,58)	
P.E. Cost to County	$ 30,761.12	

RIGHT-OF-WAY PREFIX C534-2542:

	PARTICIPATING	NONPARTICIPATING
Appraisal Review	$ 306.79	$
Payment to Washington County	8,784.25	
Audit Services	219.26	
Program Section	19.04	
R/W Office Expense	205.37	
Total R/W Cost	$ 9,534.71	$ -0-

CONSTRUCTION PREFIX C534-1001 & C9735:

Payment to Contractor	$ 164,957.93	$ 714.17
Interest on Final Payment		532.61
Field Engineering	19,944.49	14,054.98
Program Section	31.54	
Materials Testing	3,619.02	
Technical Services	576.39	
Construction Section	563.73	
Accounting	8.52	
Total Construction Cost	$ 189,701.62	$ 15,301.76

SUMMARY

Participating P.E. Cost	$ 30,761.12
Participating R/W Cost	9,534.71
Participating Const. Cost	189,701.62
Total Participating County Cost	$ 229,997.45

FEDERAL FUNDS

P.E. (80%)	$ 24,608.90	
R/W (80%)	7,627.77	
Const. (80%)	151,761.30	(183,997.97)
Subtotal		$ 45,999.48
Plus Nonparticipating Cost		15,301.76
Less State Share of Nonparticipating Cost Field Engineering Cost		(14,054.98)
Less County's Advance Deposits:		
P.E. AD #970	$ 6,090.00	
Const. AD #83-98	40,600.00	(46,690.00)
COUNTY'S BALANCE DUE		$ 556.26

MKS:bkw

9735

J

STATE OF OREGON

INTEROFFICE MEMO

TO: DON ADAMS
Assistant State Highway Engineer

DATE: May 18, 1988

FROM: ALLAN C. HARWOOD
Region Operations Engineer

MAY 20 1988

SUBJECT:

McKay Creek
Contract No. 9735

The subject project was constructed for Washington County under the standard agreement which calls for the county to pick up nonparticipating costs. The engineering on the project overran the 15% limitation on federal participation by $14,054. In addtion there were other nonparticipating charges on the project totaling $1,246. The state has in the past picked up half of the nonparticipating engineering.

The county is objecting to their share of the nonparticipating costs as indicated by the enclosed letter from Jerry Green.

I reviewed the situation with the project manager who indicated the problem was that he had nothing else to charge engineering to at that time.

I suggest that, per our conversation of several days ago, we not bill the county for the nonparticipating eningeering charges. I feel they should cover the other nonparticipating charges.

5/20
cm

Agree, OSHD should absorb Engr. overrun

ACH:cms

cc: Wayne Schulte

RECEIVED
STATE HWY ENGR

MAY 19 '88

REFER TO
Gilman
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					X	

cc Al Harwood

81-125-1387

9735

WASHINGTON
COUNTY,
OREGON

MSTIP
MAJOR STREETS TRANSPORTATION
IMPROVEMENT PROGRAM

April 22, 1988

Ms. Anne Hernandez
Oregon State Highway Division
Department of Transportation
Transportation Building
Salem, OR 97310

RE: INVOICE #145987 - FINAL SETTLEMENT MCKAY CREEK

Dear Ms. Hernandez:

I am writing in response to the above noted invoice received by the County. After reviewing the Itemized Statement of Final Costs, I would like clarification on the following points:

#560 MAIL BOX
#154.17 CONCRETE
FOR MAIL BOX POST

1. Our records do not show the reason for the $714.17 in non-participating Payment to Contractor. Could you provide some documentation to show why this cost was outside the scope of the participating project?

WRONG
Interest on Contractor Final Payment.

2. The $532.61 for Interest on Final Payment is presumed to be interest earnings to the county from the LGIP deposit. Our LGIP account records do not show interest directly by project. Can you provide some documentation to show that this is LGIP interest earnings vs. commercial interest earnings on retainage amounts.

Based on the statement, the State has exceeded its statutory 15% limitation for construction engineering costs by $14,054.98. The County is being assessed one-half of this amount as a non-participating cost. The County is not willing to pay for these costs. It is our position that the State alone is responsible for containing their construction engineering costs within the statutory limit. Any cost overruns to this limitation should be the responsibility of the State and not the County as they were incurred outside of our control and our authorization.

Upon receipt of the requested documentation for the contractor's costs and the interest payments I will pursue the necessary action with our Board of Commissioners to process the remaining balance due of $556.26, if justified.

If you have any questions please contact me at 648-8761 ext. 2840. Thank you for your assistance in this matter.

Jerry Green
MSTIP Program Manager

c: Wayne Schulte, Metro ODOT
Bruce Thompson
SDC Project File

MCKAYCRK/br

PROGRAM SECTION
MANAGER ______ OFFICE UNIT ______
FA UNIT ______ PROGRAM UNIT ______
APR 2[illegible]
REFER TO ______
R/D ____ ACT ____ REPLY ____
DISC ____ INFO ____ FILE ____

Department of Land Use And Transportation, Administration
150 North First Avenue
Hillsboro, Oregon 97124
Phone:503 / 648-8761

9735

Oregon Department of Transportation
HIGHWAY DIVISION

HIGHWAY DIVISION INVOICE

		AGENCY 02	CURRENT DOCUMENT NUMBER 145987
YOUR ORDER NUMBER	BILLING REQ. NUMBER CA 5869	DATE 9-28-87	VENDOR NUMBER 0001003084-00

Washington County
150 North First
Hillsboro, Oregon 97123

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
434 TRANSPORTATION BUILDING
SALEM OR 97310-0780

T.C.	E.A. SUB JOB	SPECD	ORG. UNIT	OBJ DTL	ACT.	REVENUE SOURCE	AGY. SRC.	AMOUNT
617	C09735-011	L02	8004			844010	10	$ 7,583.75

PROG	APP SYM	FUND CODE	FUND DETAIL	FUND SOURCE

FOLD

DESCRIPTION:

Final Settlement
BRS-A 685 (4, 5 & 6)

McKay Creek (Shady Brook & Over Flow)

See attached itemized statement

Amount Due

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
OCT 01 1987
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO [illegible] ___

TOTAL PRICE
$ 7,583.75

GL 1140

SPECIAL INSTRUCTIONS (FOR ACCOUNTING USE ONLY)

TOTAL AMOUNT DUE $ 7,583.75

Mike Shultz 378-6514

IF YOU HAVE QUESTIONS ABOUT THIS INVOICE PLEASE CONTACT: Anne Hernandez (INVOICE PREPARER) PH. 378-5034

734-1150 (11-86)

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: May 21, 1987

COUNTY: Washington AGREEMENT NO: 7536 & 7537 PROJECT NO: BRS-A685 (4 & 5 & 6)

CONTRACT NO: 9735 SECTION: McKay Creek (Shady Brook & Over Flow)

PRELIMINARY ENGINEERING PREFIX 534-1949:

	PARTICIPATING	NON PARTICIPATING
Project Manager	$ 12,037.01	$
Payment to County	315.75	
Final Design	5,051.42	
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Administrative Services	85.14	
Environmental Section	257.95	
Structural Foundations	6,340.58	
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R/W Utility Engineer	31.03	
Surface Design Engineer	216.70	
Hydraulics	2,505.43	
Training	152.18	
Free Specifications	2,574.34	
Total P.E. Cost	$ 36,740.70	-0-
Less Free Br. Design	5,979.58	
P.E. Cost to County	$ 30,761.12	

RIGHT-OF-WAY PREFIX C534-2542:

Appraisal Review	$ 306.79	
Payment to Washington County	8,784.25	
Audit Services	219.26	
Program Section	19.04	
R/W Office Expense	205.37	
Total R/W Cost	$ 9,534.71	$ -0-

CONSTRUCTION PREFIX C534-1001 & C9735:

Payment to Contractor	$ 164,957.93	$ 714.17
Interest on Final Payment		532.61
Field Engineering	19,944.49	14,054.98
Program Section	31.54	
Materials Testing	3,619.02	
Technical Services	576.39	
Construction Section	563.73	
Accounting	8.52	
Total Construction Cost	$ 189,701.62	$ 15,301.76

SUMMARY

Participating P.E. Cost	$ 30,761.12
Participating R/W Cost	9,534.71
Participating Const. Cost	189,701.62
Total Participating County Cost	$ 229,997.45

FEDERAL FUNDS

P.E. (80%)	$ 24,608.90	
R/W (80%)	7,627.77	
Const. (80%)	151,761.30	(183,997.97)
Subtotal		$ 45,999.48
Plus Non Participating Cost		15,301.76
Less State Share of Non-Participating Field Engineering Cost		(7,027.49)
Less County's Advance Deposits:		
P.E. AD #970	$ 6,090.00	
Const. AD #83-98	40,600.00	(46,690.00)
COUNTY'S BALANCE DUE		$ 7,583.75

MKS:bkb

· 9735

(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

3-11-87

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
TREASURER OF THE STATE OF OREGON

ADDRESS
CAPITOL BUILDING
SALEM, OREGON 97310

PAID BY

(For use of Paying Office)

STATE
OREGON

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

VOUCHER PERIOD
FROM 3-10-83
TO 3-3-87

FEDERAL AID PROJECT NO.
BRS-A685(6)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
114 Row	9,534.71	9,534.71	80%	7,627.77	7,627.77	-0-
	9,534.71	9,534.71	80%	7,627.77	7,627.77	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY	DATE	SIGNATURE OF AUTHORIZED OFFICIAL
OREGON	3-11-87	Acting Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED
0.00
ADJUSTMENTS
AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	McKay Creek & Over Flow (Shady Brook Rd.) Bridges Washington County					
	Type Code Row					
	Right-of-Way					
	Right-of-Way	All Required			4,595.00	
	Acquisition Expense					
	State	All Required			750.46	
	County	All Required			4,189.25	
					4,939.71	
	Total Participating Costs				**$9,534.71**	
	Totals are as of the FHWA Billing Voucher Dated 3-3-87. No revision necessary to the R/W plans approved by FHWA on 4-22-83. Participating Right-of-way costs are for Right-of-way actually incorporated into the final project, and all costs have been previously certified by the Right-of-way Engineer.					
	Prepared based on Participating Cost as shown on the Federal Billing as of 3-12-87.					
	AMOUNT CARRIED FORWARD.....					

```
4/21/87
                                        JOB COST SUMMARY                                                PAGE     14
                              EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                                    PAYROLL CHARGES ARE LOADED

   BIEN      EA       SUBJOB   ACTIVITY   OBJ-DETAIL    CREW       MSA           CURRENT               BALANCE TO
                                                        NUMBER     FIELD          MONTH                   DATE
          C5342542     011                              0100                                .00           9,534.71   ***
          C5342542     011                              0100                                .00           9,534.71   ***

          C5342542     011                                                                  .00           9,534.71   ***

          C5342542     011                                                                  .00           9,534.71   ***

          C5342542     011                                                                  .00           9,534.71   ***

          C5342542     011                                                                  .00           9,534.71

          C5342542                                                                          .00           9,534.71




 *** INDICATES PRIOR TO JULY 1,1985 EXPENDITURES
```

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS JUNE 1985 PAGE 1358

DESCRIPTION		PREFIX	FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
PLUM CRK(BETH RD)BR SEC	CONT NO	FA PROJ NOS RS A549003 100							STATE
	527	2518	296	00	N 9	799.33CR	3,115.29CR	3,115.29CR	
	527	2518	298	00	N 9	799.[illegible]	3,115.29	3,115.29	
	527	2518	407	00	P 1	8.78CR	1,967.63	1,967.63	
	527	2518	412	00	P 1	28.12	485.93	485.93	
	527	2518	414	00	P 1	124.72	758.98	758.98	
	527	2518	430	00	P 1	2.83	439.11	439.11	
	527	2518	930	00	P 1	21.16	50.48	50.48	
			TOT	P1		168.05	3,702.13	3,702.13	
			** JOB TOTALS **			168.05 **	3,702.13 **	3,702.13 **	
NESTUCCA RV(WOODS)BR SEC	CONT NO	FA PROJ NOS BRS A729002 100							STATE
	529	2513	296	00	N 9	830.96CR	830.96CR	830.96CR	
	529	2513	297	00	N 9	360.00	360.00	360.00	
	529	2513	298	00	N 9	470.96	470.96	470.96	
	529	2513	407	00	P 1	9.07	113.33	113.33	
	529	2513	412	00	P 1	471.31	471.31	471.31	
	529	2513	414	00	P 1	79.75	114.19	114.19	
	529	2513	930	00	P 1	14.31	14.31	14.31	
			TOT	P1		574.44	713.14	713.14	
			** JOB TOTALS **			574.44 **	713.14 **	713.14 **	
GLENCOE RD-W UNION RD	CONT NO	FA PROJ NOS RS A685002 100							STATE
	534	2530	296	00	N 9		1,941.01CR	119,813.05CR	
	534	2530	297	00	N 9		120.01	8,739.92	
	534	2530	298	00	N 9		1,821.00	111,073.13	
	534	2530	401	00	P 1			1,115.00	
	534	2530	407	00	P 1	4.58CR	1,049.03	8,777.31	
	534	2530	412	00	P 1			321.17	
	534	2530	414	00	P 1			1,443.29	
	534	2530	415	00	P 1			449.63	
	534	2530	426	00	P 1	.44	5.64	5.64	
	534	2530	430	00	P 1	1.43CR	316.84	505.82	
	534	2530	903	00	P 1			111,453.00	
	534	2530	920	00	P 1			14.94	
	534	2530	930	00	P 1			768.03	
	534	2530	950	00	P 1	3.10CR	685.86	1,142.18	
	534	2530	960	00	N 1			114.08	
			TOT	P1		8.67CR	2,057.37	125,996.01	
			TOT	N1				114.08	
			** JOB TOTALS **			8.67CR**	2,057.37 **	126,110.09 **	
MCKAY CR&OVERFLOW BR	CONT NO	F [illegible]OJ NOS BRS A685006 100							STATE
	534	2542	296	00	N 9		57.79CR	9,369.50CR	
	534	2542	297	00	N 9			1,[illegible].03	

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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                          JUNE 1985          PAGE 1359
                                                                                    FISCAL           GRAND TOTAL
        DESCRIPTION             PREFIX  FUNCTION SUB F. GR  CURRENT MONTH        YEAR TO DATE          TO DATE
                                   534   2542     298    00 N 9                       57.79             7,627.77 ✓
                                   534   2542     430    00 P 1                                           306.79 ✓
                                   534   2542     903    00 P 1                                         8,784.25 ✓
                                   534   2542     915    00 P 1                                           219.26
                                   534   2542     920    00 P 1                                            19.04
                                   534   2542     930    00 P 1                                           205.37
                                                  TOT       P1                                          9,534.71
                                              ** JOB TOTALS **            **                    **      9,534.71  **

TUALATIN R(FERNHILL)BRIDGE     CONT NO      FA PROJ NOS BRS A677002 100                                                  STATE
                                   534   2543     296    00 N 9                       24.19CR             338.29CR
                                   534   2543     298    00 N 9                       24.19               338.29
                                   534   2543     430    00 P 1                                            12.73
                                   534   2543     915    00 P 1                                           179.80
                                   534   2543     920    00 P 1                                            19.03
                                   534   2543     930    00 P 1                                           211.30
                                                  TOT       P1                                            422.86
                                              ** JOB TOTALS **            **                    **        422.86  **

SALMON RIVER HWY-DEER CREEK    CONT NO      * FA PROJ NOS RS  A696001 100                                                STATE
                                   536   2511     296    00 N 9                    2,080.52CR          26,223.36CR
                                   536   2511     297    00 N 9                    6,267.65             6,267.65
                                   536   2511     298    00 N 9                    4,187.13CR          19,955.71
                                   536   2511     401    00 P 1                    4,750.00CR          12,050.00
                                   536   2511     401    00 N 1                    4,750.00             4,750.00
                                   536   2511     405    00 P 1                                         3,900.00
                                   536   2511     405    00 N 1                                            50.00
                                   536   2511     407    00 P 1                                         2,780.20
                                   536   2511     409    00 P 1                                           187.88
                                   536   2511     409    00 N 1                                            61.13
                                   536   2511     412    00 P 1                                           279.77
                                   536   2511     413    00 P 1                                            18.30
                                   536   2511     414    00 P 1                                         2,850.95
                                   536   2511     414    00 N 1                       65.20                65.20
                                   536   2511     415    00 P 1                                            83.30
                                   536   2511     419    00 P 1                                            28.14
                                   536   2511     419    00 N 1                        4.94                 4.94
                                   536   2511     471    00 P 1                                             4.16
                                   536   2511     903    00 P 1                                            20.78
                                   536   2511     920    00 P 1                                            28.71
                                   536   2511     930    00 P 1                                           406.17
                                                  TOT       P1                     4,750.00CR          22,638.36
                                                  TOT       N1                     4,820.14             4,931.27
                                              ** JOB TOTALS **            **          70.14   **       27,569.63  **

WILLIMANIA CREEK BR-FORT HILL CONT NO       FA PROJ NOS RS  A563001 100                                                  STATE
                                   536   2519     296    00 N 9                      711.02CR           4,407.00CR
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REPORT NO: FMBL003-1                          OREGON DEPARTMENT OF TRANSPORTATION                                    PAGE 362
SEQ: FEDERAL APPROPRIATION, FEDERAL             FINANCIAL MANAGEMENT SYSTEM                                  RUN 04/15/87 22:43
     PROJECT, AGREEMENT, EA-SUBJOB            OREGON STATE HIGHWAY DIVISION
                                                  FHWA BILLING VOUCHER

FEDERAL APPROPRIATION: 114

 AGREEMENT        TOTAL COSTS        AMOUNT      --PARTICIPATION--     AGREEMENT       FEDERAL    -ADJUSTMENT-         VOUCHER
  EA/SUBJOB         TO DATE      PREV CLAIMED    AMOUNT     PERCENT      AMOUNT          SHARE    AMOUNT  CODE          AMOUNT
FEDERAL PROJECT: BRS -A685-005
*******************************

 F03110
  C09735  -011     189,855.29     151,761.23   189,855.29

 AGREEMENT TOTALS  205,003.38     151,761.30   189,701.62  80.00   151,761.30   151,761.30        .00                  .00

FED PROJ TOTALS    205,003.38     151,761.30   189,701.62          151,761.30   151,761.30        .00                  .00
FEDERAL PROJECT: BRS -A685-006
*******************************

 F03126
  C5342542-011       9,534.71       7,627.77     9,534.71

 AGREEMENT TOTALS    9,534.71       7,627.77     9,534.71  80.00     7,627.77     7,627.77        .00                  .00

FED PROJ TOTALS      9,534.71       7,627.77     9,534.71            7,627.77     7,627.77        .00                  .00
FEDERAL PROJECT: BRS -A690-002
*******************************

 F03111
  C09845  -000       8,026.09-          6.16-    8,026.09-
  C09845  -010       5,564.08            .00          .00
  C09845  -011     191,726.38     146,966.39   191,726.38

 AGREEMENT TOTALS  189,264.37     146,960.23   183,700.29  80.00   146,960.23   146,960.23        .00                  .00

FED PROJ TOTALS    189,264.37     146,960.23   183,700.29          146,960.23   146,960.23        .00                  .00
FEDERAL PROJECT: BRS -A712-001
*******************************

 F04150
  C2292514-000       7,378.25       5,904.35     7,378.25

 AGREEMENT TOTALS    7,378.25       5,904.35     7,378.25  80.00     8,400.00     5,902.60        .00                1.75-

FED PROJ TOTALS      7,378.25       5,904.35     7,378.25            8,400.00     5,902.60        .00                1.75-
FEDERAL PROJECT: BRS -A712-002
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 F04550
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[illegible]

ORIGINAL

9735

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

9-17-86

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building - Salem, Oregon 97310

STATE Oregon	FEDERAL AID PROJECT NO. 2nd Post Final BRS-A685(4)
PROGRAM APPROVED	VOUCHER PERIOD From: 9/28/80 To: 10/04/83

FINANCIAL DATA

118

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$36,740.70	$36,740.70	80%	$29,392.56	$29,392.56	$ 0.00

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By ________ *Authorized Officer* 9/17/86 *Date*

Controller

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ $ 0.00

Adjustments $ ________

Amount Approved $ ________

SIGN ORIGINAL COPY

____

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	MCKAY CREEK AND O'FLOW **(SHAYBROOK ROAD) BRIDGES** **COUNTY ROAD IN WASHINGTON COUNTY**					
	Preliminary Engineering **Type Code P.E.**					
	State	All Required			$ 36,424.95	
	Work by Washington County	All Required			315.75	
	TOTAL PARTICIPATING PRELIMINARY ENGINEERING				**$ 36,740.70**	
	Prepared based on participating cost as shown on the Federal Billing as of 9/11/86.					
	AMOUNT CARRIED FORWARD					

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11/15/86
                                                            JOB COST SUMMARY
                                                   EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW NU
                                                        PAYROLL CHARGES ARE LOADED

                                                                 CREW          MSA
           EA        SUBJOB    ACTIVITY    OBJ-DETAIL           NUMBER        FIELD

         C5341949     011        900          136                0521
         C5341949     011        900          136                0521

         C5341949     011        900          136

         C5341949     011        900

         C5341949     011

         C5341949
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JOB COST SUMMARY
A. SUBJOB/ACTIVITY/OBJ-DETAIL CREW NUMBER
PAYROLL CHARGES ARE LOADED

ETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	CURRENT BALANCE
	0521		.00	351.32
	0521		.00	351.32
			.00	351.32
			.00	351.32
			.00	351.32
			.00	351.32

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS JUNE 1985 PAGE 1141

DESCRIPTION	PREFIX	FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
MCKAY&MCKAY CR O'FLOW BRGS	CONT NO	* FA PROJ NOS	BRS A685004 100					STATE
	~~534~~	~~1949~~	~~296~~	~~00 N 9~~			~~35,645.18CR~~	
	~~534~~	~~1949~~	~~297~~	~~00 N 9~~			~~6,533.68~~	
	~~534~~	~~1949~~	~~298~~	~~00 N 9~~			~~29,111.50~~	
	534	1949	901	00 P 1			11,685.69	+ 351.32
	534	1949	903	00 P 1			315.75	
	534	1949	905	00 P 1			5,051.42	
	534	1949	906	00 P 1			~~253.63~~	To 927
	534	1949	909	00 P 1			3,171.08	
	534	1949	911	00 P 1			182.79	
	534	1949	913	00 P 1			203.36	
	534	1949	914	00 P 1			131.31	
	534	1949	920	00 P 1			79.39	
	534	1949	921	00 P 1			~~2,574.34~~	To 929
	534	1949	922	00 P 1			85.14	
	534	1949	923	00 P 1			257.95	
	534	1949	926	00 P 1			6,340.58	
	534	1949	927	00 P 1			~~3,151.61~~	3405.24
	534	1949	932	00 P 1			31.03	
	534	1949	933	00 P 1			216.70	
	534	1949	937	00 P 1			2,505.43	
	534	1949	950	00 P 1			152.18	
			TOT	P1			36,389.38	
			** JOB TOTALS **		**	**	36,389.38	**
TUALATIN R(FERN HILL RD) BR	CONT NO	* FA PROJ NOS	BRS A677001 100					STATE
	534	1950	205	00 P 1		85.83		
	534	1950	296	00 N 9		1,596.44CR	51,933.97CR	
	534	1950	297	00 N 9		326.17	9,629.14	
	534	1950	298	00 N 9		1,270.27	42,304.83	
	534	1950	901	00 P 1			18,433.44	
	534	1950	901	00 N 1			365.84	
	534	1950	903	00 P 1		202.28CR	1,514.38	
	534	1950	905	00 P 1			10,518.24	
	534	1950	906	00 P 1			11.40	
	534	1950	909	00 P 1			2,313.60	
	534	1950	910	00 P 1			408.51	
	534	1950	911	00 P 1			75.12	
	534	1950	913	00 P 1			171.36	
	534	1950	914	00 P 1			135.92	
	534	1950	915	00 P 1		64.08	64.08	
	534	1950	918	00 P 1			1,124.31	
	534	1950	920	00 P 1			191.67	
	534	1950	921	00 P 1			1,599.42	
	534	1950	922	00 P 1			144.55	
	534	1950	923	00 P 1			249.31	
	534	1950	926	00 P 1			7,387.21	

OREGON DEPARTMENT OF TRANSPORTATION
FINANCIAL MANAGEMENT SYSTEM
OREGON STATE HIGHWAY DIVISION
FHWA BILLING VOUCHER

FEDERAL APPROPRIATION: 118

AGREEMENT EA/SUBJOB	TOTAL COSTS TO DATE	AMOUNT PREV CLAIMED	--PARTICIPATION-- AMOUNT	PERCENT	AGREEMENT AMOUNT	FEDERAL SHARE	-ADJUSTMENT- AMOUNT	CODE	VOUCHER AMOUNT
FEDERAL PROJECT: BRS -A644-001									
F02867									
C5031901-010	11.50	.00	.00						
C5031901-011	35,543.22	27,758.18	35,543.22						
AGREEMENT TOTALS	35,554.72	27,758.18	35,543.22	80.00	27,758.18	28,434.58	676.40	B	.00
FED PROJ TOTALS	35,554.72	27,758.18	35,543.22		27,758.18	28,434.58	676.40	B	.00
FEDERAL PROJECT: BRS -A677-001									
F03120									
C5341950-010	365.84	.00	.00						
C5341950-011	52,881.04	42,304.83	52,881.04						
AGREEMENT TOTALS	53,246.88	42,304.83	52,881.04	80.00	42,304.83	42,304.83	.00		.00
FED PROJ TOTALS	53,246.88	42,304.83	52,881.04		42,304.83	42,304.83	.00		.00
FEDERAL PROJECT: BRS -A685-004									
F03119									
C5341949-011	36,740.70	29,392.56	36,740.70						
AGREEMENT TOTALS	36,740.70	29,392.56	36,740.70	80.00	29,392.56	29,392.56	.00		.00
FED PROJ TOTALS	36,740.70	29,392.56	36,740.70		29,392.56	29,392.56	.00		.00
FEDERAL PROJECT: BRS -A690-001									
F03118									
C5341948-010	9.00	.00	.00						
C5341948-011	25,113.26	20,090.61	25,113.26						
AGREEMENT TOTALS	25,122.26	20,090.61	25,113.26	80.00	20,090.61	20,090.61	.00		.00
FED PROJ TOTALS	25,122.26	20,090.61	25,113.26		20,090.61	20,090.61	.00		.00
FEDERAL PROJECT: BRS -A729-001									
F03081									
C5291990-000	1,919.79	47.90	1,919.79						
C5291990-011	57,664.66	47,619.66	57,664.63						

ORIGINAL

9735

U.S. DEPARTMENT OF TRANSPORTAT
FEDERAL HIGHWAY ADMINISTRAT

9-11-86

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building, Salem, OR 97310

STATE Oregon	FEDERAL AID PROJECT NO. BRS-A685(5)
PROGRAM APPROVED	VOUCHER PERIOD From: 10/05/83 To: 8/01/85

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
205,003.38	189,701.62	80%	151,761.30	151,761.30	-0-

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By ____________ 9/11/86

Controller *Authorized Officer* *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $ ____________

Amount Approved $ ____________

SIGN ORIGINAL COPY

____
Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

ST EMENT OF COSTS INCURRED UNDER PROJECT REEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	McKAY CREEK BRIDGE SECTION SHADY BROOK COUNTY ROAD (FAS A686) WASHINGTON COUNTY					
	Construction Type Code Y007 McKay Cr. Overflow (Sta. 86 & 92)					
	Final Contract Payment Summary	Lump	Sum		$102,196.78	
	Type Code X080 McKay Cr. Br., Bridge No. 13114A (Sta. 99 & 83 to Sta. 100 & 39)					
	Final Contract Payment Summary	Lump	Sum		$ 62,761.15	
	TOTAL PARTICIPATING PROJECT COST				**$164,957.93**	
	Construction Engineering					
	State	All	Required		$ 24,743.69	
	TOTAL PARTICIPATING PROJECT COST				**$189,701.62**	
	Non Participating Project Cost					
	Final Contract Payment Summary	Lump	Sum		$ 714.17	
	Interest on Final Payments	All	Required		532.61	
	Construction Engineering (State)	All	Required		14,054.98	/
	TOTAL NON PARTICIPATING PROJECT COST				**$ 15,301.76**	
	TOTAL PROJECT COST				**$205,003.38**	
	Prepared based on Participating cost as shown on the Federal Billing of 10/02/86.					
	AMOUNT CARRIED FORWARD					

DESCRIPTION	PREFIX	FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	END
			TOT		P1		2,855.08	188,031.28		
			TOT		N1		37.10	282.37		
			** JOB TOTALS **			**	2,892.18 **	188,313.65 **		
MCKAY CR(SHADYBRK RD)BR	CONT NO 9735 = FA PROJ NOS BRS A685005 100								STATE	
	534	1001	201	00	P 1	1,913.18	2,921.93	contractor 164,957.93	84	85
	534	1001	201	00	N 1		80.00	714.17	84	84
	534	1001	204	00	P 1		8,046.93		84	85
	534	1001	206	00	N 1		532.61	532.61 int	85	85
	534	1001	296	00	N 9	1,530.54CR	969.23	~~189,946.00CR~~	84	85
	534	1001	297	00	N 9			~~38,414.29~~	84	84
	534	1001	298	00	N 9	1,530.54	969.23CR	~~151,531.71~~	84	85
	534	1001	900	00	P 1	3.00CR	13,536.20CR	19,104.90 -173.61	83	85
	534	1001	900	00	N 1		14,600.57	15,068.24	84	85
	534	1001	920	00	P 1	.06CR	15.08	31.54	84	85
	534	1001	940	00	P 1	.66CR	145.81	2,454.31	84	85
	534	1001	941	00	P 1			462.13	84	84
	534	1001	942	00	P 1			682.58	84	84
	534	1001	944	00	P 1			576.39	83	84
	534	1001	945	00	P 1	1.98CR	438.54	563.73	83	85
	534	1001	948	00	P 1			8.52	84	84
	534	1001	950	00	P 1			~~566.94~~	84	84
			TOT		P1	1,907.48	1,962.91CR	189,408.94		
			TOT		N1		15,213.18	16,315.02		
			** JOB TOTALS **			1,907.48 **	13,245.27 **	205,723.96 **		
LOUSIGNONT CREEK BRIDGE	CONT NO 9845 FA PROJ NOS BRS A690002 100								STATE	
	534	1004	201	00	P 1	205.99	159,739.38	159,739.38	84	85
	534	1004	204	00	P 1	7,899.84	7,899.84	7,899.84	85	85
	534	1004	206	00	N 1	763.50	763.50	763.50	85	85
	534	1004	296	00	N 9	1,284.97CR	186,100.00CR	186,100.00CR	84	85
	534	1004	297	00	N 9		34,100.00	34,100.00	84	85
	534	1004	298	00	N 9	1,284.97	152,000.00	152,000.00	84	85
	534	1004	900	00	P 1	57.10CR	23,181.44	25,384.00	84	85
	534	1004	920	00	P 1	.18CR	38.70	57.74	84	85
	534	1004	928	00	N 1	.09CR	21.04	21.04	84	85
	534	1004	940	00	P 1	.62CR	958.33	958.33	84	85
	534	1004	941	00	P 1	4.19CR	1,059.43	1,059.43	84	85
	534	1004	942	00	P 1	.34CR	86.73	86.73	84	85
	534	1004	944	00	P 1	.95CR	558.99	662.11	84	85
	534	1004	945	00	P 1	2.67CR	591.02	591.02	84	85
	534	1004	948	00	P 1	.36CR	88.38	88.38	84	85
	534	1004	950	00	P 1			53.48	84	84
			TOT		P1	8,039.42	194,202.24	196,580.44		
			TOT		N1	763.41	784.54	784.54		
			** JOB TOTALS **			8,802.83 **	194,986.78 **	197,364.98 **		

REPORT NO: FMBL003-1
SEQ: FEDERAL APPROPRIATION, FEDERAL
PROJECT, AGREEMENT, EA-SUBJOB

OREGON DEPARTMENT OF TRANSPORTATION
FINANCIAL MANAGEMENT SYSTEM
OREGON STATE HIGHWAY DIVISION
FHWA BILLING VOUCHER

FEDERAL APPROPRIATION: 114

AGREEMENT EA/SUBJOB	TOTAL COSTS TO DATE	AMOUNT PREV CLAIMED	--PARTICIPATION-- AMOUNT	PERCENT	AGREEMENT AMOUNT	FEDERAL SHARE	-ADJUSTMENT- AMOUNT	CODE	VOUCHER AMOUNT
FEDERAL PROJECT: BRS -A685-005									
F03126									
FED PROJ TOTALS	205,003.38	151,761.30	189,701.62		151,761.30	151,761.30	.00		.00
FEDERAL PROJECT: BRS -A685-006									
F03126									
C5342542-011	9,534.71	7,627.77	9,534.71						
AGREEMENT TOTALS	9,534.71	7,627.77	9,534.71	80.00	9,600.00	7,627.77	.00		.00
FED PROJ TOTALS	9,534.71	7,627.77	9,534.71		9,600.00	7,627.77	.00		.00
FEDERAL PROJECT: BRS -A690-002									
F03111									
C09845 -000	8,096.09-	3.39	196.25-						
C09845 -010	5,836.88	.00	.00						
C09845 -011	191,453.58	146,956.84	191,453.58						
AGREEMENT TOTALS	189,194.37	146,960.23	191,257.33	80.00	146,960.23	153,005.86	6,045.63	B	.00
FED PROJ TOTALS	189,194.37	146,960.23	191,257.33		146,960.23	153,005.86	6,045.63	B	.00
FEDERAL PROJECT: BRS -A722-001									
F03078									
C5291984-011	42,852.63	34,282.10	42,852.63						
AGREEMENT TOTALS	42,852.63	34,282.10	42,852.63	80.00	34,282.10	34,282.10	.00		.00
FED PROJ TOTALS	42,852.63	34,282.10	42,852.63		34,282.10	34,282.10	.00		.00
FEDERAL PROJECT: BRS -A722-002									
F03076									
C09705 -000	2,526.25	.00	2,526.25						
C09705 -001	90.44	.00	.00						
C09705 -010	111.38	.00	.00						
C09705 -011	338,652.28	271,913.00	338,652.28						
AGREEMENT TOTALS	341,380.35	271,913.00	341,178.53	80.00	271,913.00	272,942.82	1,029.82 65,726.00	B L	.00

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                                    OREGON DEPARTMENT OF TRANSPORTATION
                                      JOB COST SUMMARY BY EA/SUBJOB
                                             AS OF 03/31/87

02  HIGHWAY DIVISION

C09735  -000     MCKAY CR(SHADYBRK RD)BR              EA TYPE  :   08  RESTORATION/REHABILITATION OF EXIST
  EA STATUS:  06  PROJECT IS COMPLETE - DO NOT POST F  RESP UNIT:  8004  PROJECT MANAGER-8004-PORTLAN          TOTAL:  GRAND

                                                                                   TOTAL-         PCT OF
                                                  BUDGET       CURRENT MONTH      TO-DATE         BUDGET      ENCUMBRANCE
  EXPENDITURES

    EXPENDITURES BY ACTIVITY
      ACT:  900  PROJECT ENGINEERING - FIELD OFFICES                               351.32-
      ACT:  901  PROJECT ENGR.-CONSULTANT APPL.                                    177.65
      ACT:  940  MATERIALS TESTING                                                  20.00
    TOTAL EXPENDITURES BY ACTIVITY                                                 153.67-

  TOTAL EXPENDITURES                                                               153.67-

  REVENUES

    843000  FEDERAL REVENUES AS OTHER FUNDS
       60  FEDERAL AID - SPECIAL BRIDGE REPLAC                                        .07

  TOTAL REVENUES                                                                      .07
```

OREGON DEPARTMENT OF TRANSPORTATION
JOB COST SUMMARY BY EA/SUBJOB
AS OF 03/31/87

02 HIGHWAY DIVISION

C09735 -""" MCKAY CR(SHADYBRK RD)BR EA TYPE : 08 RESTORATION/REHABILITATION OF EXIST
EA STATUS: 06 PROJECT IS COMPLETE - DO NOT POST F RESP UNIT: 8004 PROJECT MANAGER-8004-PORTLAN TOTAL: GRAND

	BUDGET	CURRENT MONTH	TOTAL-TO-DATE	PCT. OF BUDGET	ENCUMBRANCE
EXPENDITURES					
PRIOR TO JULY 1, 1985 EXPENDITURES			205,723.96		
EXPENDITURES BY ACTIVITY					
ACT: 020 TRAINING COURSES, CONFERENCES, SEMI			566.91-		
ACT: 900 PROJECT ENGINEERING - FIELD OFFICES			351.32-		
ACT: 901 PROJECT ENGR.-CONSULTANT APPL.			177.65		
ACT: 940 MATERIALS TESTING			20.00		
TOTAL EXPENDITURES BY ACTIVITY			720.58-		
TOTAL EXPENDITURES			205,003.38		
REVENUES					
PRIOR TO JULY 1, 1985 REVENUES			189,941.44		
843000 FEDERAL REVENUES AS OTHER FUNDS					
60 FEDERAL AID - SPECIAL BRIDGE REPLAC			234.15		
TOTAL REVENUES			190,175.59		

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REPORT FMRP224-1                                                                                    PAGE 10,790

                                      OREGON DEPARTMENT OF TRANSPORTATION
                                        JOB COST SUMMARY BY EA/SUBJOB
                                              AS OF 03/31/87
02  HIGHWAY DIVISION

C09735  -011     MCKAY CR(SHADYBRK RD)BR              EA TYPE  :   08  RESTORATION/REHABILITATION OF EXIST
   EA STATUS:  06  PROJECT IS COMPLETE - DO NOT POST F   RESP UNIT:  8004  PROJECT MANAGER-8004-PORTLAN          TOTAL:  GRAND

                                                                                 TOTAL-        PCT OF
                                                  BUDGET        CURRENT MONTH    TO-DATE       BUDGET     ENCUMBRANCE
  EXPENDITURES

    PRIOR TO JULY 1, 1985
      EXPENDITURES                                                              189,408.94

    EXPENDITURES BY ACTIVITY
      ACT: 020  TRAINING COURSES, CONFERENCES, SEMI                                 566.91-
      ACT: 900  PROJECT ENGINEERING - FIELD OFFICES                               1,013.26
    TOTAL EXPENDITURES BY ACTIVITY                                                  446.35

  TOTAL EXPENDITURES                                                            189,855.29

  REVENUES

    PRIOR TO JULY 1, 1985
      REVENUES                                                                  173,626.42

    843000  FEDERAL REVENUES AS OTHER FUNDS
      60  FEDERAL AID - SPECIAL BRIDGE REPLAC                                       234.08

  TOTAL REVENUES                                                                173,860.50
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OREGON DEPARTMENT OF TRANSPORTATION
JOB COST SUMMARY BY EA/SUBJOB
AS OF 03/31/87

02 HIGHWAY DIVISION

3735 -010 MCKAY CR(SHADYBRK RD)BR | EA TYPE : 08 RESTORATION/REHABILITATION OF EXIST
A STATUS: 06 PROJECT IS COMPLETE - DO NOT POST F | RESP UNIT: 8004 PROJECT MANAGER-8004-PORTLAN | TOTAL: GRAND

	BUDGET	CURRENT MONTH	TOTAL-TO-DATE	PCT OF BUDGET	ENCUMBRANCE
EXPENDITURES					
PRIOR TO JULY 1, 1985 EXPENDITURES			16,315.02		
EXPENDITURES BY ACTIVITY ACT: 900 PROJECT ENGINEERING - FIELD OFFICES			1,013.26-		
TOTAL EXPENDITURES			15,301.76		
REVENUES					
PRIOR TO JULY 1, 1985 REVENUES			16,315.02		
TOTAL REVENUES			16,315.02		

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REPORT NO: FMBL003-1                          OREGON DEPARTMENT OF TRANSPORTATION                                   PAGE 310
SEQ: FEDERAL APPROPRIATION, FEDERAL              FINANCIAL MANAGEMENT SYSTEM                               RUN 10/29/86 22:19
     PROJECT, AGREEMENT, EA-SUBJOB              OREGON STATE HIGHWAY DIVISION
                                                      FHWA BILLING VOUCHER

FEDERAL APPROPRIATION: 114

 AGREEMENT         TOTAL COSTS      AMOUNT        --PARTICIPATION--      AGREEMENT        FEDERAL     -ADJUSTMENT-        VOUCHER
  EA/SUBJOB          TO DATE     PREV CLAIMED      AMOUNT   PERCENT        AMOUNT          SHARE     AMOUNT  CODE          AMOUNT
FEDERAL PROJECT: BRS -A677-002

 F02830
  C4342545-011       10,073.17       8,058.54     10,073.17

 AGREEMENT TOTALS    10,073.17       8,058.54     10,073.17  80.00        8,058.54       8,058.54       .00                  .00

 F03127
  C5342543-011          547.72         438.18        547.72

 AGREEMENT TOTALS       547.72         438.18        547.72  80.00          438.18         438.18       .00                  .00

FED PROJ TOTALS      10,620.89       8,496.72     10,620.89               8,496.72       8,496.72       .00                  .00

FEDERAL PROJECT: BRS -A677-003

 F03121
  C5341953-000            9.00          64.81          9.00
  C5341953-010          499.24            .00           .00
  C5341953-011       18,677.02      14,884.01     18,677.02

 AGREEMENT TOTALS    19,185.26      14,948.82     18,686.02  80.00       14,948.82      14,948.82       .00                  .00

FED PROJ TOTALS      19,185.26      14,948.82     18,686.02              14,948.82      14,948.82       .00                  .00

FEDERAL PROJECT: BRS -A677-004

 F03115
  C09727  -000        7,024.01           9.47        824.01
  C09727  -010       24,243.41            .00           .00
  C09727  -011      281,669.41     230,945.27    287,869.41

 AGREEMENT TOTALS   312,936.83     230,954.74    288,693.42  80.00      249,183.00     230,954.74       .00                  .00

FED PROJ TOTALS     312,936.83     230,954.74    288,693.42             249,183.00     230,954.74       .00                  .00

FEDERAL PROJECT: BRS -A685-005

 F03110
  C09735  -000          153.67-           .07        153.67-
  C09735  -010       15,301.76            .00           .00
  C09735  -011      189,855.29     151,761.23    189,855.29

 AGREEMENT TOTALS   205,003.38     151,761.30    189,701.62  80.00      151,761.30     151,761.30       .00                  .00
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9735

N

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 7-432

PROJECT REPORT NUMBER

MODIFICATION NUMBER 3

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

7-30-86

State OREGON

County WASHINGTON

Project Number BRS-A685(5)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 28, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 198,546	$ 195,012
Federal funds	$ 158,836	$ 156,009
Other revisions		

This modification is made for the following reasons: To release federal funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 30TH day of JUL, 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XX FOR: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen file

Oregon State Highway Division
Salem, Oregon   July 29, 1986

Federal-Aid Project No. BRS-A685(5)

McKAY CREEEK BRIDGE SECTION
COUNTY ROAD
WASHINGTON COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

Type Code Y007
McKay Creek Overflow (Sta. 86+92)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Watering	$ 20.00	70	$ 1,400	0	$ 0.00
Coarse Aggreg.Base	6.50	2,900	18,850	2,802.16	18,214.00
Cl."B" Asphalt Concrete	34.00	775	26,350	757.83	25,766.00
Concrete Inlets Type G-1	550.00	1	550	0.00	0.00
Guardrail, Type 2A	18.00	163	2,934	150.00	2,700.00
Extra for Asphalt Approaches	130.00	8	1,040	7.00	910.00
	SUBTOTAL		$51,124		$47,590.00

Decrease (-)	$ 3,534.00
SUBTOTAL from Previous Estimate of October 9, 1984	124,498.00
Total	$120,964.00

Type Code X080
McKay Creek Bridge #13114A (Sta. 99+83 to Sta. 100+39)

TOTAL as on Estimate of October 9, 1984 $ 74,048.00

Length of Structure ----------------- 0.011 Miles

SUMMARY OF FUNDS

Description	Appn Code	Pro-Rata	Total Cost	Federal Funds	County Funds
McKay Cr. O'Flow	114	80%	$120,964	$ 96,771	$24,193
McKay Cr. Br.	114	80%	74,048	59,238	14,810
TOTAL			$195,012	$156,009	$39,003

SubJob 010: 0%; SubJob 011: 100%
Contract No. C09735
Prefix: C534-1949
Prefix: C534-1001

DDB:pf

9735

ATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 10-169	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 10-16-84	State OREGON
PROJECT REPORT NUMBER		County WASHINGTON
MODIFICATION NUMBER 2		Project Number BRS-A685(5)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 28, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 194,360	$ 198,546
Federal funds	$ 155,488	$ ~~165,061~~ 158,836.00 ow
Other revisions		

This modification is made for the following reasons: To include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 16 th day of October, 19 84.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

For Manager, Program Section
(Title)

~~By~~XX FOR: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON OCTOBER 9, 1984

FEDERAL AID PROJECT NO. BRS-A685(5)

MC KAY CREEK BRIDGE SECTION
SHADY BROOK COUNTY ROAD (FAS A685)
WASHINGTON COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE Y007
MC KAY CREEK OVERFLOW (Sta. 86+92)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Embankment in Place	$ 5.50	1,860	$10,230.00	1,882.36	$ 10,352.98
Stone Embankment	6.70	800	5,360.00	817.4	5,476.58
Trench Excavation	18.00	45	810.00	96.9	1,744.20
12-Inch Class V Culvert Pipe (PA #2)	17.50	--	--	42	735.00
Clear & Grub Between Construction Area (FA #1)	--	--	--	--	1,731.57
SUBTOTALS			$16,400.00		$ 20,040.33

Increase	$ 3,640.33
SUBTOTAL from Estimate of June 14, 1984	104,619[illegible]
SUBTOTAL	$ 108,259.70
Engineering	16,238.30
TOTAL	$ 124,498.00

TYPE CODE X080
MC KAY CR. BR., BRIDGE NO. 13114A (Sta. 99+83 to Sta. 100+39)

TOTAL as on Estimate of June 14, 1984	$ 74,048.00

Length of Structure --------------------- 0.011 mi.

SUMMARY OF FUNDS (80%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	COUNTY FUNDS
McKay Creek Overflow	$124,498.00	99,598.00 ~~$105,823.00~~	24,900.00 ~~$18,675.00~~
McKay Creek Bridge	74,048.00	59,238.00	14,810.00
TOTAL	$198,546.00	~~$165,061.00~~ 158,836.00	39,710.00 ~~$33,485.00~~

Group 1: 100%
Contract No. 9735
Prefix: 534-1949
Prefix: 534-1001

WH:pf

9735

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 7-22 PROJECT REPORT NUMBER MODIFICATION NUMBER 1	U.S. Department of Transportation **Federal Highway Administration** **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 6-21-84	Form Approved; O M B No. 04-R2089 State Oregon County Washington Project Number BRS-A685(5)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 5, 1983, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 190,760.00	$ 194,360.00
Federal funds	$ 152,608.00	$ 155,488.00
Other revisions		

This modification is made for the following reasons: to include increased construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 21st day of June, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

For– Manager, Program Section
(Title)

XXX ~~For: H.S. Coulter, P.E.~~

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JUNE 14, 1984

FEDERAL AID PROJECT NO. BRS-A685(5)

MC KAY CREEK BRIDGE SECTION
SHADY BROOK COUNTY ROAD (FAS A685)
WASHINGTON COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE Y007
MC KAY CR. OVERFLOW (STA. 86+92)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT	
Structural Concrete, Class 3300 (PA #1)	$ 154.17	----	----	All Required	$ 154.17	
Furnish Beveled Pipe End (PA #2)	45.00	----	----	All Required	45.00	
12-Inch Class V Culvert (PA #3)	17.50	----	----	42	735.00	
				Subtotal	$ 934.17	
					Increase	$ 934.17
Subtotal from Project Agreement Estimate of November 23, 1983						103,685.20
					Subtotal	$ 104,619.37
					Engineering	15,692.63
					Total	$ 120,312.00

TYPE CODE X080
MC KAY CR. BR., BRIDGE NO. 13114A (STA. 99+83 to STA. 100+39)

Subtotal from Project Agreement Estimate of November 23, 1983	$ 64,389.80
Engineering	9,658.20
Total	$ 74,048.00
Length of Structure	0.011 mi.

SUMMARY OF FUNDS (80%)

Description	Total Cost	Federal Funds	County Funds
McKay Creek Overflow	$ 120,312.00	$ 96,250.00	$ 24,062.00
McKay Creek Bridge	74,048.00	59,238.00	14,810.00
Total	$ 194,360.00	$ 155,488.00	$ 38,872.00

Group 1 100%
Contract No. 9735
Prefix: 534-1949 Prefix: 534-1001
WH:bkb

1735

OMB No. 04-R2089

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NO.
11-246

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

State: Oregon
County: Washington
Project No.: BRS-A685(5)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

McKay Creek Bridge

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-5-83	0.011
OTHER *(Specify)*		

FUNDS PRO RATA 80%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 190,760.00	$ 152,608.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By

Manager, Program Section
(Title)
XX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)
By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator 11-28-83

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon November 23, 1983

Federal-Aid Project No. BRS-A685(5)

McKay Creek Bridge Section
Shady Brook County Road (FAS A685)
Washington County

PROJECT AGREEMENT ESTIMATE

Type Code Y007
McKay Cr. Overflow (Sta. 86+92)

Mobilization	54%	All Required		$ 6,361.20
Temporary Protection and Direction of Traffic	54%	All Required		540.00
Clearing and Grubbing	54%	All Required		1,350.00
Embankment in Place	1,860	Cu. Yd.	5.50	10,230.00
Stone Embankment	800	Cu. Yd.	6.70	5,360.00
Trench Excavation	45	Cu. Yd.	18.00	810.00
Finishing Roadbed and Slopes	54%	All Required		648.00
Watering	70	M-Gal.	20.00	1,400.00
Structure Excavation for Arch Type Pipe	600	Cu. Yd.	5.40	3,240.00
Coarse Aggregate Base	2,900	Ton	6.50	18,850.00
3/4"-0 Aggregate Base	425	Ton	7.20	3,060.00
Class "B" Asphalt Concrete	775	Ton	34.00	26,350.00
18-inch Culvert Pipe	58	Lin. Ft.	7.00	406.00
72-inch Arch Type Pipe	240	Lin. Ft.	46.70	11,208.00
Concrete Inlets, Type G-1	1	Each	550.00	550.00
Guard Rail, Type 2A	163	Lin. Ft.	18.00	2,934.00
Guard Rail, Type 3	100	Lin. Ft.	32.00	3,200.00
Guard Rail Anchors, Type 1	4	Each	360.00	1,440.00
Rail End Pieces, Type C	4	Each	80.00	320.00
Extra for Asphalt Approaches	8	Each	130.00	1,040.00
Loose Riprap, Class 50	40	Cu. Yd.	14.80	592.00
				$ 99,889.20

Anticipated Items

Permanent Pavement Striping	54%	All Required		$ 756.00
Roadside Seeding and Mulching	54%	All Required		540.00
Construct Fence		All Required		500.00
Construct 4 Approaches		All Required		1,000.00
Clear and Grub Between Construction Areas		All Required		1,000.00
				$ 3,796.00
			Subtotal	$ 103,685.20
			Engineering	13,994.80
			Total	$ 117,680.00

Type Code X080
McKay Cr. Br., Bridge No. 13114A (Sta. 99+83 to Sta. 100+39)

Mobilization	46%	All Required		$ 5,418.80
Temporary Protection and Direction of Traffic	46%	All Required		460.00
Clearing and Grubbing	46%	All Required		1,150.00
Finishing Roadbed and Slopes	46%	All Required		552.00
Bridge Removal Work		All Required		1,750.00
Structure Excavation	40	Cu. Yd.	7.50	300.00
Furnishing Pile Driving Equipment		All Required		5,700.00
Furnish Concrete Piling	620	Lin. Ft.	10.00	6,200.00
Drive Concrete Piles	620	Lin. Ft.	1.00	620.00
Structural Concrete, Class 3300 (18 Cu. Yd.)		All Required		1,850.00
4'x55'/60' Prestressed Slabs	7	Each	3,680.00	25,760.00
Reinforcement (2,350 lbs.)		All Required		900.00
Metal Rail with Tubing	125	Lin. Ft.	45.00	5,625.00
Reinforced Concrete Bridge End Panels	125	Sq. Yd.	52.00	6,500.00
				$ 62,785.80

Anticipated Items

Permanent Pavement Striping	46%	All Required		$ 644.00
Roadside Seeding and Mulching	46%	All Required		460.00
Relocate Benchmark		All Required		500.00
				$ 1,604.00
			Subtotal	$ 64,389.80
			Engineering	8,690.20
			Total	$ 73,080.00

Length of Structure	0.011 mi.

SUMMARY OF FUNDS (80%)

Description	Federal Funds	State Funds	County Funds
McKay Creek Overflow	$ 117,680.00	$ 94,144.00	$ 23,536.00
McKay Creek Bridge	73,080.00	58,464.00	14,616.00
Total	$ 190,760.00	$ 152,608.00	$ 38,152.00

Group 1 100%
Contract No. 9735
Prefix: 534-1949
Prefix: 534-1001

McKay Creek Bridge
Nonparticipating-State Work

Single Mailbox Supports	4 Each	80.00	$	320.00

9735 N

OSHD 9735

U.S. Department of Transportation
Federal Highway Administration

STATE COPY FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 1	COUNTY Washington	DIVISION Oregon
DATE OF REPORT 5-14-85	REPORT MADE BY C. O. Fredrickson		PROJECT NO. BRS-A685
COMPLETION DATE (Actual) 6-19-84	ACCEPTANCE DATE BY CONRTACT AGENCY 3-6-85	TIME ELAPSED 99 %	CONTRACT TIME 200 CD

LOCATION
MCKAY CREEK BRIDGE SECTION OF SHADYBROOK ROAD APPROXIMATELY 3 MILES NORTH OF NORTH PLAINS IN WASHINGTON COUNTY

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

RECEIVED
STATE HWY ENGR
AUG -6 '85
REFER TO Fredrickson
FOR
Info	Inves	R/D	D/R	Sign	Act	File

cy 8H

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

1. Description of Improvement as Programed:

   A. Construction of roadway embankments, aggregate base and asphalt concrete pavement.

   B. Construction of Bridge No. 13114A over McKay Creek. Length: 56 feet Roadway width: 27.5 feet.

   C. Installation of four 72-inch arch type culvert pipes.

   D. Performance of such additional and incidental work as is called for by the specifications and plans.

2. Contractor's Name: Columbia Pacific Construction Co.

3. Contract Amount: $162,995.00

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

NOTED
W. E. SCHWARTZ

Signature (SHD Official) C. O. Fredrickson

Title Construction Engineer

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Thomas P. Lowe		SIGNATURE G. K. Hassner	
TITLE Area Engineer	DATE 6/29/85	TITLE FOE	DATE 8/1/85

FORM FHWA 1446B (Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

March 27, 1985

Fidelity & Deposit Co. of Maryland
500 NE Multnomah, Suite 1201
Portland, OR 97232

CON 5
#9735

Gentlemen or Ladies:

On March 11, 1985, we wrote to you concerning release of final payment on Contract No. 9735 awarded to Columbia Pacific Construction Co. for work on the McKay Creek Bridge Section of FAS A685 in Washington County.

Final payment on this contract is $4,500.00. The total contract amount is $163,758.92 including $1,731.57 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
cc: Columbia Pacific Construction Co.
PO Box 907
Lake Oswego, OR 97034

bc: C. O. Fredrickson
Walt Hart
E. L. Hardt

March 22, 1985

Erickson, Wilson, Wolf & Smitke
Attorneys At Law
P.O. Box 547
Tualatin, OR 97062

CON 5
#9735

Attention: Thomas K. Wolf

Gentlemen:

Thank you for your letter of March 14, 1985, advising us that R. D. Fitzgerald & Sons, Inc., has been paid $972.25 and the claim is considered satisfied.

You state this is in reference to the Columbia Pacific Construction Co., Contract No. 9735 for work on the McKay Creek Bridge Section of FAS A685 in Washington County.

This information will be noted in our records and we will advise the surety and the contractor.

Sincerely,

R. W. Gormsen
COMMISSION SERVICES

cc: Columbia Pacific Construction Co.
P.O. Box 907
Lake Oswego, OR 97034

[illegible] ON CARD
3-22-85 ja

Fidelity & Deposit Company of Maryland
500 N.E. Multnomah, Suite 1201
Portland, OR 97232

FKN:js

March 6, 1985

CON 5
#9735

Erickson, Wilson, Wolf & Smitke
Attorneys At Law
P.O. Box 547
18735 S.W. Boones Ferry Road
Tualatin, OR 97062-0547

Attention: Thomas K. Wolf

Gentlemen or Ladies:

This is in response to a copy of your letter dated February 13, 1985, on behalf of R. D. Fitzgerald & Sons, Inc., to Rollins, Burdick, Hunter of Oregon and Fidelity and Deposit Company of Maryland.

You state your letter concerns an amended claim of $972.25.

We have on file a claim in the amount of $2,101.25. Is your letter of February 13 filing an amended claim in the amount of $972.25? If it is, we would need a signed copy of this letter. Our copy was not signed. Or was your letter for our information only?

Sincerely,

NOTED ON CARD
3-6-85 js

Robert W. Gormsen
COMMISSION SERVICES

ERICKSON, WILSON, WOLF & SMITKE
ATTORNEYS AT LAW
18735 S W. BOONES FERRY ROAD
P O. BOX 547
TUALATIN, OREGON 97062

STANLEY E ERICKSON
LYNDON A. S WILSON, JR.
THOMAS K WOLF
RAYMOND T. SMITKE

TELEPHONE
(503) 692-0530

February 13, 1985

Rollins, Burdick, Hunter of Oregon
200 Market Building
Portland, OR 97201

Fidelity & Deposit Company of Maryland
500 NE Multnomah, Suite 1201
Portland, OR 97232

RE:

Amended claim filed by:	R.D. Fitzgerald & Sons, Inc.
Amount:	$972.25
For:	Equipment rental & labor
Against (prime contractor)	Columbia Pacific Construction
(subcontractor)	C.G. Gredvig, Inc.
Contract No.	9735
Project:	McKay Creek Bridge, FAS A685 Washington County
Surety:	Fidelity & Deposit Company of Maryland
Agent:	Rollins, Burdick, Hunter of Oregon

Please be advised the undersigned represents R.D. Fitzgerald & Sons, Inc. with regard to its amended claim for equipment rental and labor furnished to C.G. Gredvig, Inc. for the above-referenced project. As I am sure you are aware, R.D. Fitzgerald & Sons sent a notice of claim for equipment rental and labor furnished to that project on March 30, 1984. A copy of that notice is enclosed as well as the Department of Transportation's acknowledgement of that claim and its letter of April 10, 1984.

Pursuant to ORS 279.528, the notice was sent prior to the expiration of six months immediately following the acceptance of work by the affirmative action of the Department of Transportation, State of Oregon. In reviewing the State's response to my client's claim, I note that the State advised the surety and the prime contractor of receipt of the claim and carbon copied the surety and the prime contractor with its letter of April 10, 1984.

RECEIVED
FEB 14 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Pursuant to ORS 279.536 and 743.114, this letter is to notify you that in the event Fidelity & Deposit Company of Maryland does not pay the sum of $972.25 to R.D. Fitzgerald & Sons, Inc., R.D. Fitzgerald & Sons, Inc. will file suit to collect the same and in addition will seek attorney's fees, as provided by statute.

Sincerely,

ERICKSON, WILSON, WOLF & SMITKE

Thomas K. Wolf

TKW:lml
Enclosures
cc: John F. Cramer, Jr., attorney for C.G. Gredvik, Inc.
Robert W. Formsen, Dept. of Transportation
Columbia Pacific Construction Co.
R.D. Fitzgerald
John Spencer Stewart

RECEIVED
FEB 14 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

March 30—1984

Dept. Of Transportation
Commission Service - Rm. 121
Transportation Bldg.

Ref. Claim for payment Due
Hwy. Contract No. 9735
McKay Creek Bridge
Amt. Claim - $2101.25

Dear Sirs:

This is to advise you of a potiential problem of collection of payment due on Equipment rental of a JD450 Dozer - 63½ hr. @ $32.50 per hour and labor in the amount of $37.50.

The sub contractor and general contractor have been advised of payment due. The general contractor firtt advised that a check could be issued in the amount due - made out in joint names.
Upon contacting the general contractor a second time, he advised that the present position of the sub contractor was, "that he owed Fitzgerald nothing and Fitzgerald can get screwed". The general contractor has been advised of our proceeding with fileing action.

General Contactor:
Columbia Pacific Const.
P.O. Box 907
Lake Oswego, Ore. 97034
503 - 6353774

Sub Contractor:
[illegible]. G. Gredvig Inc.
4935 NW Kahneeta Ct.
Portland, Oregon 97229
503 - 6457893

Sincerely,

R. D. Fitzgerald
R. D. Fitzgerald & Sons, Inc.
P.O. Box 701
Beaverton, Oregon 97005
503 - 6468350

RECEIVED
FEB 14 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 10, 1984

IN REPLY REFER TO
FILE NO
CON 5
#9735

R. D. Fitzgerald & Sons, Inc.
P. O. Box 701
Beaverton, OR 97005

Gentlemen:

This will acknowledge your letter of March 30, 1984, with attached statement filing a claim against the following Highway Division contract:

FILED BY:	R. D. Fitzgerald & Sons, Inc.
AMOUNT:	$2,101.25
FOR:	Equipment rental and labor
AGAINST (Prime contractor):	Columbia Pacific Construction
SUBCONTRACTOR:	C. G. Gredvig Inc.
CONTRACT NO.:	9735
PROJECT:	McKay Creek Bridge, FAS A685, Washington County
SURETY:	Fidelity & Deposit Company of Maryland
AGENT:	Rollins Burdick Hunter of Oregon

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: Fidelity & Deposit Company of Maryland
500 N.E. Multnomah, Suite 1201
Portland, OR 97232

Columbia Pacific Construction Co.
P. O. Box 907
Lake Oswego, OR 97034

RECEIVED
FEB 14 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

73' 0'46

9735

AGENDA
FEB 26 1985

Fran:

There will be three more Project Overruns coming on Friday. They are:

Burns Junction Truck Scale 1A-3(c)
I.O.N. Highway, Malhuer County
Contract No. 9769
Net Increase: $14,200.00 or 17 percent

McKay Creek Bridge 1A-3(f)
FAS A685 (Shadybrook Road), Washington County
Contract No. 9735
Net Increase: $12,100.00 or 6 percent

N. W. Kings Boulevard - Highland Drive 1A-3(g)
Walnut Boulevard (Corvallis), Benton County
Contract No. 9367
Net Increase: $43,000.00 or 5 percent

9735

DATE: February 19, 1985

TO: Oregon Transportation Commission CON

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
McKay Creek Bridge Section
FAS A685 (Shadybrook Rd.), Washington County
Contract No. 9735

This federal-aid bridge replacement project has been complete and it is now apparent that the final cost will exceed the project authorization by $12,200 or six percent.

The entire amount of the overrun is attributable to costs incurred in construction engineering. There were several minor variances from contract bid quantities and minor additions found necessary to complete the project satisfactorily, as is usual in nearly all construction contracts. The net effect of those variations on this project was to reduce construction costs by some $4,450, thus reducing the amount of federal participation available. The amount spent on engineering was necessary in order to properly monitor, inspect and document the work performed on the project. Costs were aggravated by considerable travel time involved between the project managers headquarters and the project site.

There are sufficient funds available in the category of work and all the increase except $14,910 is eligible for federal participation.

I recommend that the authorization be increased by $12,200 to a new total of $203,328. This matter will be on the consent calendar for the February 26 meeting.

cc Fred D. Miller
R. W. Gormsen
C. O. Fredrickson
V. E. Skoog
E. L. Hardt
George Bell

STATE OF OREGON
Highway Construction 378-6318

INTEROFFICE MEMO

File: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: February 14, 1985

FROM: O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
McKay Creek Bridge Section
FAS A685 (Shadybrook Rd.), Washington County
Contract No. 9735

This federal aid bridge replacement project has been complete and it is now apparent that the final cost will exceed the project authorization by $12,200 or six percent.

The entire amount of the overrun is attributable to costs incurred in construction engineering. There were several minor variances from contract bid quantities and minor additions found necessary to complete the project satisfactorily, as is usual in nearly all construction contracts. The net effect of those variations on this project was to reduce construction costs by some $4,450, thus reducing the amount of federal participation available. The amount spent on engineering was necessary in order to properly monitor, inspect and document the work performed on the project. Costs were aggravated by considerable travel time involved between the project managers headquarters and the project site.

There are sufficient funds available in the category of work and all the increase except 14,910 is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $12,200. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:lf

Attach.

cc: E. L. Hardt
Howard Harris
B. M. Walton
D. L. Trout

NOTED
W. E. SCHWARTZ

RECEIVED
STAT. HWY ENGR.
FEB 15 '85
REFER TO
FOR

81-125-1387

9735

Fidelity and Deposit Company

OF MARYLAND

BONDING

George F. Shackelford
Manager

Suite 1201, Lloyd 500 Building
500 N. E. Multnomah
Portland, Oregon 97232-2068
Phone: (503) 231-5641

INSURANCE

Michael J. Moloney
Special Agent

November 21,1984

Columbia Pacific Construction Co.
P.O. Box 907
Lake Oswego, Oregon 97034

RE: Bond #96 84 611 - Columbia Pacific Construction Co. (McKay Creek Bridge, Washington County)

Dear Dick:

Enclosed is correspondence from C.G. Gredvig Inc. dated April 5,1984 and from the law firm of Erickson, Wilson, Wolf & Smithe dated November 20,1984. In view of the fact that Gredvig has not been able to resolve this matter to the satisfaction of the claimant, Fitzgerald, the claimant is now threatening the filing of a lawsuit against the various parties including the Fidelity & Deposit Company of Maryland.

As your surety we would expect you to accept the tender of our defense in the event a lawsuit is filed naming the F & D as a defendant in this matter. I do not see that a lot more need be said at this point other than perhaps your attorney should contact the Erickson law firm and explain yours and our position in this matter. Please copy me with your attorney's letter and confirm to us that you will accept our defense in the event of a lawsuit.

Very truly yours,

George F. Shackelford
Manager

GFS:mt
Encl.

cc C.G. Gredvig Inc.
cc Erickson, Wilson, Wolf & Smithe
→ cc Robert W. Gormsen, DOT

RECEIVED
NOV 23 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

no response nec!

ERICKSON, WILSON, WOLF & SMITKE
ATTORNEYS AT LAW
18735 S.W. BOONES FERRY ROAD
P.O. BOX 547
TUALATIN OREGON 97062

STANLEY E. ERICKSON
LYNDON A. S. WILSON, JR.
THOMAS K. WOLF
RAYMOND T. SMITKE

TELEPHONE
(503) 692-0530

November 20, 1984

Rollins Burdick Hunter of Oregon
200 Market Building
Portland, Oregon 97201

Fidelity & Deposit Company of Maryland
500 N.E. Multnomah, Suite 1201
Portland, Oregon 97232

Re: Claim filed by: R.D. Fitzgerald & Sons, Inc.
Amount: $2,101.25
For: Equipment rental and labor
Against (prime contractor): Columbia Pacific Construction
Subcontractor: C.G. Gredvig, Inc.
Contract No.: 9735
Project: McKay Creek Bridge, FAS A685
Washington County
Surety: Fidelity & Deposit Company of Maryland
Agent: Rollins Burdick Hunter of Oregon

Please be advised the undersigned represents R.D. Fitzgerald & Sons, Inc. with regard to its claim for equipment rental and labor furnished to C.G. Gredvig, Inc. for the above-referenced project. As I am sure you are aware, R.D. Fitzgerald & Sons, Inc. sent a notice of claim for equipment rental and labor furnished to that project on March 30, 1984. A copy of that notice is enclosed herein as well as the Department of Transportation's acknowledgement of that claim and its letter of April 10, 1984.

Pursuant to ORS 279.528, the notice was sent prior to the expiration of six months immediately following the acceptance of work by the affirmative action of the Department of Transportation, State of Oregon. In reviewing the State's response to my client's claim, I note that the State advised the surety and the prime contractor of receipt of the claim and carbon copied the surety and the prime contractor with its letter of April 10, 1984.

Pursuant to ORS 279.536 and 743.114, this letter is to notify you that in the event Fidelity & Deposit Company of Maryland does not pay the sum of $2,101.25 to R.D. Fitzgerald & Sons, Inc., R.D. Fitzgerald & Sons, Inc. will file suit to collect the same and in addition seek attorney's fees as provided for by statute.

Sincerely,

ERICKSON, WILSON, WOLF & SMITKE

Thomas K. Wolf

TKW:jr
Enc.
cc: C.G. Gredvik, Inc.
✓Robert W. Gormsen, Department of Transportation
Columbia Pacific Construction Co.
R.D. Fitzgerald

11.21.84

Fran:
This appears to
be for our
information only.
R

RECEIVED
NOV 21 19
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

[illegible]

97[illegible] CL 84-200

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
SEC

October 18, 1984

C. G. Gredvig, Inc.
4935 N. W. Kahneeta Court
Portland, OR 97229

IN REPLY REFER TO
FILE NO.:
CON 5
#9735

Dear Mr. Gredvig:

This will acknowledge your Notice of Claim letter dated October 10, 1984, concerning the following Highway Division contract:

FILED BY:	C. G. Gredvig, Inc.
AMOUNT:	$5,108.40
AGAINST (Prime contractor)	Columbia Pacific Construction Co.
CONTRACT NO.:	9735
PROJECT:	McKay Creek Bridge Section, FAS A685, Washington County
SURETY:	Fidelity & Deposit Company of Maryland
AGENT:	Rollins Burdick Hunter of Oregon

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,
ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

NOTED ON CARD
11-29-84

RECEIVED
OCT 24 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Fidelity & Deposit Company
of Maryland
500 N. E. Multnomah, Suite 1201
Portland, OR 97232

Columbia Pacific Construction Co.
P. O. Box 907
Lake Oswego, OR 97034

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

731-0186

C. G. GREDVIG, Inc.

HEAVY CONSTRUCTION • CATS • LOADERS

4935 N.W. Kahneeta Court • Portland, Oregon 97229
645-7893

Arch Cape, Oregon
P.O. Box 16 • 436-2563

October 10, 1984

Oregon State Department of Highways
Robert W. Cormesen
Comm. Services
Room 121
Salem, Oregon 97310

RE: Mc Kay Creek Bridge Job #9735
Prime contractor, Columbia Pacific Const

Dear Sir:

I was subcontractor on the above job #9735. I still have a balance due for items done amounting to $5108.40. Therefore, am making a claim for this amount.

C. G. Gredvig, Inc.

C. G. Gredvig, Pres.

cgg-bg

RECEIVED
OCT 11 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Howard Harris
Project Manager

July 20, 1984

Norman L. Henry
Design Supervisor

McKay Creek Bridge
FAS A685 (Shadyboook Rd)
Washington County
Contract No. 9735

This letter acknowledges receipt of your construction narrative. The following is to address some of your concerns.

It is our policy not to give guard rail radii if the configuration is shown on the plans.

The Continuous Metal Rail Barricades are no longer acceptable and a new design is being worked on.

We agree that some flagging time be included when there is a road closure. This item will be included in future contracts.

We appreciate receiving your report as it will be helpful to us in the preparation of future construction plans.

NLH:bn

GINAL

534-1949

9735

U.S. DEPARTMENT OF TRANSPORTATIO
FEDERAL HIGHWAY ADMINISTRATION

7-12-84

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building, Salem, OR 97310

STATE Oregon

PROGRAM APPROVED

FEDERAL AID PROJECT NO. Post Final BRS-A685(4)

VOUCHER PERIOD From: 9/28/80 To: 10/4/83

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$36,389.38	$36,389.38	80%	$29,111.50	$29,111.50	$0.00

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY ______________________ *State Highway Agency*

By ______________________ *Authorized Officer* ________ *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $ ______________________

Amount Approved $ ______________________

SIGN ORIGINAL COPY ______________________

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	McKay Creek and O'Flow (Shaybrook Road) Bridges County Road in Washington County					
	Preliminary Engineering Type Code PE					
	State	All Required			$36,073.63	
	Work by Washington County	All Required			315.75	
	Total Participating Preliminary Engineering				$36,389.38	
	Prepared based on participating cost as shown on the Federal Billing as of 6/21/84.					
	AMOUNT CARRIED FORWARD					

801
BILLING NUMBER 01

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

07/12/84

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
529-1990	1	BRS -A720-001 APPR-118	48,800.00	2,731.87	2,731.87	80.00	2,185.50	2,185.50		
529-1993	1	RS -A713-001 APPR-075	55,974.00	7.59	7.59	88.15	6.69	6.69		
530-1957	1	HES -000S-001 APPR-141	900.00	148.59	148.59	90.00	133.73	133.73		
530-1960	1	RS -B571-002 APPR-075	31,514.00	39,801.22	39,710.84	88.15	35,005.11	31,514.00	3,491.11 B	
530-1978	1	RRS -B573-001 APPR-138	1,800.00	353.03	353.03	90.00	317.73	317.73		
530-1980	1	RRS -B572-001 APPR-138	1,800.00	43.20	43.20	90.00	38.88	38.88		
530-1981	1	RRS -B574-002 APPR-138	1,800.00	23.70	23.70	90.00	21.33	21.33		
530-1982	1	RRS -B574-001 APPR-138	1,800.00	17.40	17.40	90.00	15.66	15.66		
530-1985	1	BRS -B573-002 APPR-114	20,800.00	11,045.11	11,028.72	80.00	8,822.98	8,080.40		742.58
530-1990	1	BRS -B596-001 APPR-118	25,920.00	6,744.69	6,744.69	80.00	5,395.75	5,395.75		
531-1934	1#	RRS -B618-002 APPR-138	6,338.71	7,043.01	7,043.01	90.00	6,338.71	6,338.71		
531-1963	1	BRS -B619-003 APPR-118	20,480.00	16,926.40	16,837.40	80.00	13,469.92	13,040.23		429.69
532-1902	1#	BRS -B636-001 APPR-118	17,780.73	22,227.84	22,225.91	80.00	17,780.73	17,780.73		
533-1943	1#	BRS -B407-001 APPR-118	15,774.47	19,718.09	19,718.09	80.00	15,774.47	15,774.47		
533-1947	1	RS -B417-001 APPR-075	29,970.00	5,644.74	5,380.10	88.15	4,742.56	4,459.87		282.69
534-1901	1#	HES -9022-005 APPR-141	7,699.74	8,555.27	8,555.27	90.00	7,699.74	7,699.74		
534-1904	1#	HES -A663-001 APPR-141	10,908.98	12,121.09	12,121.09	90.00	10,908.98	10,908.98		
534-1948	1	BRS -A690-001 APPR-118	17,920.00	24,859.02	24,859.02	80.00	19,887.22	17,920.00	1,967.22 B	
534-1949	1*	BRS -A685-004 APPR-118	29,111.50	36,389.38	36,389.38	80.00	29,111.50	29,111.50		
534-1950	1#	BRS -A677-001 APPR-118	41,034.56	53,289.87	52,924.03	80.00	42,339.22	41,034.56	1,304.66 B	
534-1953	1	BRS -A677-003 APPR-114	27,360.00	7,504.53	7,005.29	80.00	5,604.23	5,200.40		403.83
534-1970	1#	RS -A686-001 APPR-075	55,585.81	65,612.66	64,807.99	85.77	55,585.81	55,585.81		
	2#	RS -A685-001 APPR-075	38,943.53	45,991.27	45,404.61	85.77	38,943.53	38,943.53		
534-1970		PREFIX TOTALS	94,529.34	111,603.93	110,212.60		94,529.34	94,529.34		
535-1964	1	RS -B550-001 APPR-075	4,400.00	10.88	10.88	88.15	9.59	9.59		
536-1955	1*	RS -A656-001 APPR-075	40,926.96	47,757.27	47,700.42	85.80	40,926.96	40,926.96		

```
                                         534   1948     926      00 P 1                          810.32          3,477.35
                                         534   1948     927      00 P 1                        4,310.93          4,789.46
                                         534   1948     929      00 P 1          51.50           430.38            430.38
                                         534   1948     932      00 P 1          19.97            63.28             63.28
                                         534   1948     933      00 P 1                                           340.19
                                         534   1948     937      00 P 1                        2,953.37          3,372.79
                                                        TOT      P1             682.09        15,937.97         24,859.02
                                                    ** JOB TOTALS **            682.09  **    15,937.97  **     24,859.02  **

MCKAY&MCKAY CR O'FLOW BRGS    CONT NO       * FA PROJ NOS BRS A685004 100                                                      STATE
                                         534   1949     296      00 N 9         276.60CR       4,382.24CR        35,645.18CR
                                         534   1949     297      00 N 9                          443.68          6,533.68
                                         534   1949     298      00 N 9         276.60         3,938.56         29,111.50
                                         534   1949     901      00 P 1                          533.45         11,685.69
                                         534   1949     903      00 P 1         315.75           315.75            315.75
                                         534   1949     905      00 P 1                          850.65          5,051.42
                                         534   1949     906      00 P 1                                           253.63
                                         534   1949     909      00 P 1                                         3,171.08
                                         534   1949     911      00 P 1                                           182.79
                                         534   1949     913      00 P 1                                           203.36
                                         534   1949     914      00 P 1                                           131.31
                                         534   1949     920      00 P 1                                            79.39
                                         534   1949     921      00 P 1                        1,266.38          2,574.34
                                         534   1949     922      00 P 1                           24.34             85.14
                                         534   1949     923      00 P 1                           34.61            257.95
                                         534   1949     926      00 P 1                                         6,340.58
                                         534   1949     927      00 P 1                          132.55          3,151.61
                                         534   1949     932      00 P 1                                            31.03
                                         534   1949     933      00 P 1                                           216.70
                                         534   1949     937      00 P 1                          547.23          2,505.43


ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                                   JUNE 1984          PAGE  878

          DESCRIPTION                     'PREFIX  FUNCTION SUB F. GR  CURRENT MONTH          FISCAL           GRAND TOTAL
                                                                                           YEAR TO DATE         TO DATE
                                         534   1949     950      00 P 1          30.00                             152.18
                                         534   1949     950      00 N 1          30.00CR
                                                        TOT      P1             345.75         3,704.96         36,389.38
                                                        TOT      N1              30.00CR
                                                    ** JOB TOTALS **            315.75  **     3,704.96  **     36,389.38  **

  TUALATIN R(FERN HILL RD) BR    CONT NO       * FA PROJ NOS BRS A677001 100                                                   STATE
                                         534   1950     205      00 P 1          85.83CR          85.83CR            85.83CR
                                         534   1950     296      00 N 9       1,321.51        14,937.53CR        50,337.53CR
                                         534   1950     297      00 N 9       1,321.51CR       3,502.97          9,302.97
                                         534   1950     298      00 N 9                       11,434.56         41,034.56
                                         534   1950     901      00 P 1           9.38         4,647.22         18,433.44
                                         534   1950     901      00 N 1                                           365.84
                                         534   1950     903      00 P 1       1,716.66         1,716.66          1.716.66
                                         534   1950     905      00 P 1                          594.78         10.518.24
```

9735

*** FINAL REPORT ***

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: McKAY CREEK BRIDGE

WEEK ENDING: JUNE 29, 1984

SECTION PREFIX: 534-1001

HIGHWAY: FAS A685 (SHADYBROOK ROAD)

COUNTY: WASHINGTON

NAME OF JOB: McKAY CREEK BRIDGE

KIND OF WORK: GRADING, PAVING & STRUCTURE

CONTRACTOR: COLUMBIA PACIFIC CONSTRUCTION CO.

CONTRACT NUMBER: 9735

FEDERAL AID PROJECT NUMBER: BRS-A685(5)

DATE OF CONTRACT: NOVEMBER 9, 1983

DATE WORK STARTED: NOVEMBER 29, 1983

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 200

CALENDAR DAYS USED: 197

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 99

PROJECT AUTHORIZATION: $ 191,128.33

EXCLUSIVE OF ENGINEERING: $ 175,972.78

ENGINEERING AUTHORIZATION: $ 15,155.55

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 163,758.92

ENGINEERING COST TO DATE: $ 38,000.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 6.9 %

PERCENT OF AUTHORIZATION: 251 %

DATE PROJECT WAS COMPLETED: JUNE 19, 1984

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	STONE EMBANKMENT
100	100	100	100	100	N/A	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	.20	.20			.21
MILES PARTIALLY COMPLETED	.20	.20			.21
MILES COMPLETED	.20	.20			.21
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,860 C.Y.	3,325 TON			775 TON
TOTAL QUANTITIES CORRECTED TO DATE	1,882 C.Y.	3,225 TON			758 TON
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1,882 C.Y.	3,225 TON			758 TON
AVERAGE DAILY QUANTITIES (THIS WEEK)	0 C.Y.	0 TON			0 TON
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0 C.Y.	0 TON			0 TON
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT	0	0			0

EQUIPMENT USED DURING THE WEEK:

NONE.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	13114A		OVERFLOW				
PERCENT	100		100				

JUNE		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	24	FAIR	0		
MONDAY	25	FAIR	0		
TUESDAY	26	SHOWERS	0		
WEDNESDAY	27	CLOUDY	0		
THURSDAY	28	CLOUDY	0		
FRIDAY	29	CLOUDY	0		
SATURDAY	23	FAIR	0		

RECEIVED
JUL 0 1984
CONSTRUCTION
SECTION

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JUNE	GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK
SUNDAY 24	NO ACTIVITY JUNE 23, 1984 THROUGH JUNE 29, 1984.
MONDAY 25	
TUESDAY 26	
27 WEDNESDAY	
28 THURSDAY	
FRIDAY 29	
SATURDAY 23	

REMARKS

STATUS TO DATE: PROJECT WAS COMPLETED JUNE 19, 1984.
SEMI-FINAL ESTIMATE HAS BEEN SUBMITTED.
THIRD NOTIFICATION HAS BEEN SUBMITTED.
THIS WILL BE THE FINAL WEEKLY REPORT FOR THIS PROJECT.

SIGNED LOCATION BEAVERTON
HOWARD R. HARRIS, PROJECT MANAGER

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

9735

C.G. GREDVIG, Inc.

HEAVY CONSTRUCTION • CATS • LOADERS

4935 N.W. Kahneeta Court • Portland, Oregon 97229
645-7893

Arch Cape, Oregon
P.O. Box 16 • 436-2563

June 20, 1984

Oregon State Dept. of Highways
Salem, Oregon

RE: McKay Creek Bridge Job #9735
Claim against Columbia Pacific Const.
for the amount of $1017.65

Dear Sir:

I, C. G. Gredvig Inc. subcontracted from Columbia Pacific the following items:#3,4,5,6,7,8,9,13,14,21. I did not take items #10,11, 12.

I did my work as the inspector requested and according to the rules and regulations of inspector Ted Keasey. I had subgrades ready and Ted accepted it. Col-Pac was to lay down base rock, which they did. Soft spots occured and we had to dig them out and refill with base rock, which Col-Pac charged me $1017.65, If Columbia Pacfic had processed the rock properly pumping would not have accured, In my 37 years of road work I have never seen crushed rock processed with a 410 John Deer rubber tired back hoe or dig guard rail post holes dug with a back hoe. No way is C. G. Gredvig responsible for the soft spots.

Yours truly,
C G Gredvig
C. G. Gredvig, Pres.

RECEIVED
JUN 21 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

orig to Brian Jackmond for reply

JOHN DEERE
JD310 B

CL 84-74
9735

F

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
APR 13 1984
NORMA PAULUS
SECRETARY OF STATE

IN REPLY REFER TO
FILE NO.:

CON 5
#9735

April 10, 1984

R. D. Fitzgerald & Sons, Inc.
P. O. Box 701
Beaverton, OR 97005

Gentlemen:

This will acknowledge your letter of March 30, 1984, with attached statement filing a claim against the following Highway Division contract:

FILED BY:	R. D. Fitzgerald & Sons, Inc.
AMOUNT:	$2,101.25
FOR:	Equipment rental and labor
AGAINST (Prime contractor):	Columbia Pacific Construction
SUBCONTRACTOR:	C. G. Gredvig Inc.
CONTRACT NO.:	9735
PROJECT:	McKay Creek Bridge, FAS A685, Washington County
SURETY:	Fidelity & Deposit Company of Maryland
AGENT:	Rollins Burdick Hunter of Oregon

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FD
4-19-84 Kjm

cc: Fidelity & Deposit Company of Maryland
500 N.E. Multnomah, Suite 1201
Portland, OR 97232

Columbia Pacific Construction Co.
P. O. Box 907
Lake Oswego, OR 97034

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APR 13 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

731-0188

March 30, 1984

Dept. Of Transportation
Commission Service - Rm. 121
Transportation Bldg.

Ref. Claim for payment Due
Hwy. Contract No. 9735
McKay Creek Bridge
Amt. Claim - $2101.25

Dear Sirs:

This is to advise you of a potiential problem of collection of payment due on Equipment rental of a JD550 Dozer - 63½ hr. @ $32.50 per hour and labor in the amount of $37.50.

The sub contractor and general contractor have been advised of payment due. The general contractor first advised that a check could be issued in the amount due - made out in joint names. Upon contacting the general contractor a second time, he advised that the present position of the sub contractor was, "that he owed Fitzgerald nothing and Fitzgerald can get screwed". The general contractor has been advised of our proceeding with fileing action.

General Cortactor:
Columbia Pacific Const.
P.O. Box 907
Lake Oswego, Ore. 97034
503 - 6353774

Sub Contractor:
C. G. Gredvig Inc.
4935 NW Kahneeta Ct.
Portland, Oregon 97229
503 - 6457893

Sincerely,

R D Fitzgerald

R. D. Fitzgerald
R. D. Fitzgerald & Sons, Inc.
P.O. Box 701
Beaverton, Oregon 97005
503 - 6468350

RECEIVED
APR 2 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

STATEMENT

R. D. FITZGERALD & SONS, INC.
P. O. Box 701
BEAVERTON, OREGON 97005

Phone 503 646-7045

DATE
March 28, 1984

NUMBER

C. G. Gredvig, Inc. — Sub Contractor
4935 NW Kahneeta Court
Portland, Oregon 97229

Hwy contract NO. 9735
McKay Creek Bridge

Gen Contractor - 635-3774
Columbia Pacific - "Dick"
P.O. Box 907
Lake Oswego, 97034

TERMS:

PLEASE DETACH AND RETURN WITH YOUR REMITTANCE

2101.25

DATE	CHARGES AND CREDITS	BALANCE
	BALANCE FORWARD	
	Adjusted Statement	
	North Plains Job - Columbia Pacific	
	JD 550 Dozer Rental - Feb. 1st to Mar. 1st. 63.5 hr. @ $32.50 per hr.	$2063.75
	Fitzgerald Labor 2½ hr. Feb. 18	37.50
	Total	$2101.25
		$2101.25

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APR 2 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

3786526 **DUPLICATE**

Thank You PAY LAST AMOUNT IN THIS COLUMN

9735

C. G. GREDVIG, Inc.

HEAVY CONSTRUCTION • CATS • LOADERS

4935 N.W. Kahneeta Court • Portland, Oregon 97229
645-7893

Arch Cape, Oregon
P.O. Box 16 • 436-2563

Fm
649.1785

April 5, 1984

Department of Transportation
State of Oregon
Salem, Oregon

RE: Lein of R. D. Fitzgerald
on Contract # 9735 Mc Kay Creek Bridge

Dear Sir:

I would like to clarify a few things. First of all the rate of the 550 Dozer is wrong. Fitzgerald told me to take dozer and use it and pay what it is worth. I checked with Power Rents and the rate for similar dozer was $144.00 per day of $18.00 per hour. We agreed on $25.00 per hr, as he was down and out and satisfied with the rate. He realized he owed me $1129.00 from last September on a job he was doing for Westwood Homes. He got in trouble collecting from them so told me to file lein against Westwood homes, which I did.

For Tigard job meter hrs. were 55.6 @ $25.00	$1390.00
For McKay Creek job hrs. were 63.5 @ $25.00	1587.50
	$2977.50

As of March 16, I have paid Fitzgeralf $1836.25, add $1129.00 for lein, difference of $12.25.

I also furnished I pickup for his surveyor on the Westwood Homes job for three months as he did not have any transportation. I also found place to dump dirt, spotted trucks plus another pickup for 40 hours @$25.00 per hour, total $1000.00. I also paid for parts for his dozer, oil filter unit $78.00 and 1 pin for dozer $16.00. I have released the lein against Westwood homes and Fitzgerald. Gentlemen, I believe Mr. Fitzgerald has been paid in full, plus.

Copy of note left on my desk February 7, 1084.

Yours truly,

C G Gredvig
C. G. Gredvig, Pres.
C. G. Gredvig, Inc.

They have already filed a claim - Bob called them - no resp. rec.

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APR 19 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Pat —

We owe you $1129.00 from the Westwood job — would sure like to negotiate something with you of paying a percentage of it now rather than the full amount — We are flat broke and have everything up for sale except the house and I.D. Dozer —
Give me a call — Thanks

Fitz

RECEIVED
APR 19 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

C. G. GREDVIG, INC.
WE FILL THE NEED
4935 N. W. KAHNEETA 645-7893
PORTLAND, OREGON 97229

CPH 3728

5-16 1984 24-12/1230

PAY TO THE ORDER OF R.D. Fitzgerald $ 936 25

nine hundred thirty six 25/100 DOLLARS

FIRST INTERSTATE BANK OF OREGON, N.A.
CEDAR HILLS BRANCH, PORTLAND 97225

CONSTRUCTION ACCOUNT

MEMO McHeyer Job

C G Gredvig

⑈003728⑈ ⑆123000123⑆103 001670 5⑈ ⑈0000093625

CHECK PRINTING CO - PORTLAND - FORM 18

C. G. GREDVIG, INC.
We Fill the Need
4935 N. W. KAHNEETA 645-7893
PORTLAND, OREGON 97229

3690

1-9 1984 24-12/1230 103

PAY TO THE ORDER OF R. D Fitzgerald $ 700 00

seven hundred 00/100 DOLLARS

FIRST INTERSTATE BANK OF OREGON, N.A.
CEDAR HILLS BRANCH, PORTLAND 97225

CONSTRUCTION ACCOUNT

MEMO Tigard Job

C G Gredvig

⑈003690⑈ ⑆123000123⑆103 001670 5⑈ ⑈0000070000⑈

CHECK PRINTING CO - PORTLAND - FORM 18

C. G. GREDVIG, INC.
We Fill the Need
4935 N. W. KAHNEETA 645-7893
PORTLAND, OREGON 97229

3697

Feb 20 1984 24-12/1230 103

PAY TO THE ORDER OF RD Fitzgerald $ 200 00

Two hundred & 00/100 DOLLARS

FIRST INTERSTATE BANK OF OREGON, N.A.
CEDAR HILLS BRANCH, PORTLAND 97225

CONSTRUCTION ACCOUNT

MEMO: PARtial

800 / 200.00 / 7.43

GA Gredvig

⑈003697⑈ ⑆123000123⑆103 001670 5⑈ ⑈0000020000⑈

CHECK PRINTING CO - PORTLAND - FORM 18

RECEIVED
APR 19 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9735

October 31, 1983 PRO

Mr. Larry Rice
Director of Public Works
150 North First
Hillsboro, OR 97123

Dear Mr. Rice:

On October 27, 1983 the Highway Division received a satisfactory bid from Columbia Pacific Construction Co., P.O. Box 907, Lake Oswego, Oregon 97034, for the McKay Creek (Shadybrook and Overflow) Bridges. This is a highway bridge replacement project #BRS-A685(5). Based upon the contractor's bid, the County's advance deposit will be:

Contractor's Bid	$ 162,995.00
Permanent Striping	1,400.00
Roadside Seeding & Mulching	1,000.00
Relocate Benchmark	500.00
Construct Fence	500.00
Construct 4 Approaches	1,000.00
Clearing and Grubbing	1,000.00
4 1/2% Contingencies	7,577.78
9% Engineering	15,155.55
	$ 191,128.33
Estimated P.E. Costs	30,500.00
Estimated R/W Costs	12,000.00
Total Project Cost	$ 233,628.33
County's Share of Costs is (20% of $233,628.33) =	$ 46,725.67
Less Prior P.E. Advance Deposit	- 6,090.00
	$ 40,635.67
By rounding the County's Adv. Dep. will be:	$ 40,600.00

We will award the contract for this project as soon as we receive this advance deposit, which should be in this office by November 18, 1983.

Please make this advance deposit by one of the three methods on the attached sheet.

Very truly yours,

Gary A. Potter, Manager
Program Section

HR:bkb
Attachment
bcc: (w/AD 83-98)

Jon Rose, Metro Region
Vern Skoog - Please return completed AD 83-98
when advance deposit is received.

5

rll

U. S. DEPARTMENT OF TRANSPORTA ION
FEDERAL HIGHWAY ADMINIST ION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRS-A685(5)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10201

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10/5/83

8. FEDERAL ROUTE NUMBER Secondary A685

9. STATE ROUTE NUMBER County road

10. GENERAL LOCATION:
McKay Creek Bridge Section (Shadybrook Rd.)

11. GENERAL DESCRIPTION OF WORK
Advertise for bids

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Potter's letter of 10/3/83 you are now authorized to proceed with the actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $595,000 Federal Funds $476,000 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated 9/22/83 that provisions of FHPM 7-5-1 have been complied with.

RECEIVED
STATE HWY ENGI
OCT 7 '83
REFER TO Potter
FOR
Info | Inves | R/D | D/R

Orig to

14. DATE 10/5/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM FR-1240
(Rev. 12-70)

PREVIOUS EDITIONS MAY BE USED

Section McKay Creek Bridge
Programming Estimate $

Highway FAS A685 (Shadybrook Rd.)
Project Length 0.21 miles

9735 County Washington
Completion Time 200 CD

Kind of Work Grading, Paving, Structures
Est. Comp. Date June 8, '84

Prefix 534-1949
Letting Date Oct. 20, '83
Project No. BRS-A685(5)

Rec'd 9/15/83 @ 3:25 PM JC

ESTIMATED CONSTRUCTION AUTHORIZATION

Contract Amount . . . . $ ~~201,515~~ 212,375$^{00}_{00}$

ROUTING SLIP—DEPT. OF TRANSPORTATION Date: 9-16-83

Director
Asst. Dir.-Administration
Accounting (Highway)
Administrative Services
Aeronautics
Bridge
Chief Counsel
Commission Services
Construction
Data Processing (Trans. Bldg.)
Employee Development
Engineering (Design)
Environmental
Equipment Shops & Storeroom
Finance (DOT)
FHWA
General Files

Industrial Engineers
Information Systems
Labor Relations
Landscape
Library
Location
Mail Room
Maintenance
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Policy & Planning
Project Management & Operations Planning

Public Affairs
Public Transit
Radio
Records Management
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Technical Services Eng.
Traffic Signal Unit
Traffic
Travel Information
Utilities
Metropolitan
[✓ Region Number 1]
District Number
Resident Engineer

ATTENTION: Jon Rose

FROM: L.P.

COMMENTS: Please forward to the county for their info.

Form 731-0022 (6-81) SP*86790-734

. . . 1,400
. . . 1,000
. . . 500

$ 2,900^{00}

Adjust Utilities:

215,275^{00}

Subtotal $ ~~204,475^{00}~~

Contingencies (4-1/2%) . . . . 9,687^{38} ~~9,201^{38}~~

Engineering (8, [✓ 9], 10%) . . . . 19,374^{75} ~~18,402^{75}~~

~~Subtotal~~ $

Credit for . . . . . .

Estimated Net Authorization, Construction . . . . $ ~~232,079^{13}~~ 244,337^{13}

APPROVED

Road Design Engineer

Section Mckay Creek Bridge Programming Estimate $

Highway FAS A685 (Shadybrook Rd.) Pro[illegible] Length 0.21 miles

County Washington Completion Time 200 CD

Kind of Work Grading, Paving, Structures Est. Comp. Date June 8, '84

Prefix 534-1949 Letting Date Oct. 20, '83 Project No. BRS-A685(5)

Rec'd 9/15/83 @ 3:25 PM
JG

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ $212{,}375^{00}$ ~~$201{,}575^{00}$~~

Anticipated Additional Items:

Royalty Payment		$ 2,900^{00}$
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	1,400	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished ______		
Roadside Seeding & Mulching	1,000	
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x ____ hrs.)		
State Responsibility for Damages		
Signal Controller Testing		
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
Relocate Benchmark	500	
Adjust Utilities:		

Subtotal $ $215{,}275^{00}$ ~~$204{,}475^{00}$~~

Contingencies (4-1/2%) . . . . . $9{,}687^{38}$ ~~$9{,}201^{38}$~~

Engineering (8, [✓ 9], 10%) . . . . . $19{,}374^{75}$ ~~$18{,}402^{75}$~~

~~Subtotal~~ $

Credit for ______ . . . . . .

Estimated Net Authorization, Construction . . . . . $ ~~$232{,}079^{13}$~~ $244{,}337^{13}$

APPROVED

______

Road Design Engineer

SUMMARY—BID SCHEDULE

OREGON STATE HIGHWAY DIVISION

Section Mckay Creek Bridge	Co WASHINGTON	Sheet 2 of 2	
Kind of Work Grading, Paving, Structures	Length 0.21 Mi.	Date 11-16-82	Name Bricher

No.	Item	Code	Unit	Quant.	Unit Cost	Total
18	Extra for Asphalt Approaches		Each	8	150-	1,200-
19	Loose Riprap, Class 50		Cu.Yd.	40	20-	800-
20	~~Setting~~ Single Mailbox ~~Posts~~ Supports		Each	4 X	100-	400-
	~~Setting Multiple Mailbox Posts~~ Supports		~~Each~~	~~2~~	~~100-~~	~~200-~~
	STRUCTURE					
21	Bridge Removal Work		All	All	-	8,500-
22	Structure Excavation		Cu.Yd.	40 ~~35~~	15	600-
23	Furnishing Pile Driving Equipment		All	All	-	12,000-
24	Furnish Concrete Piling		Lin.Ft.	620	15-	9,300-
25	Drive Concrete Piles		Lin.Ft.	620	3-	1,860-
26	Structural Concrete, Class 3300 (18 C.Y. @ $300)		All	All	-	5,400-
27	4'×55'/60' Prestressed Slabs		Each	7	3,800-	26,600-
28	Reinforcement (2,350 lbs @ $\$0^{50}$)		All	All	-	1,175-
29	Metal Rail with Tubing		Lin.Ft.	125	45-	5,625-
30	Reinforced Concrete Bridge End Panels		Sq.Yd.	125	60	7,500-

734-1736 (8-81)

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

ction Mckay Creek Bridge	Cou WASHINGTON		Sheet 1 of 2
Kind of Work Grading, Paving, Structures	Length 0.21 Mi.	Date 11-16-82	Name Bricher

No.	Item	Code	Unit	Quant.	Unit Cost	Total
1	Mobilization		All	All	-	16,500-
2	Temporary Protection and Direction of Traffic		All	All	-	1,200-
	ROADWORK					
3	Clearing and Grubbing		All	All	-	8,000-
	~~Removal of Structures and Obstructions~~		~~All~~	~~All~~	~~-~~	~~3,000-~~ X
4	Embankment in Place		Cu. Yd.	1,860	4^{75}	8,835-
5	Trench Excavation		Cu. Yd.	45	10-	450-
6	Stone Embankment Finishing Roadbed and Slopes		Cu. Yd. All	800 All	7^{50} -	6,000- 5,000-
7	Watering		M-Gal.	70	8-	560-
7 8	Structure Excavation, Arch Type Pipe Coarse Aggregate Base		Cu. Yd. Ton	600 2,900	8- 7-	4,800- 20,300-
9	3/4"-0 Aggregate Base ~~Aggregate~~ Leveling ~~Course~~		Ton	425	8-	3,400-
10	Class "B" Asphalt Concrete		Ton	775	32-	24,800-
11	18-inch Culvert Pipe		Lin. Ft.	58	20-	1,160-
12	72-inch Arch Type Pipe		Lin. Ft.	240	98-	23,520-
13	Concrete Inlets, Type G-1		Each	1	500-	500-
14	Guard Rail, Type 2A		Lin. Ft.	150	13-	1,950-
15	Guard Rail, Type 3		Lin. Ft.	100	28-	2,800-
16	Guard Rail Anchors, Type 1		Each	4	325-	1,300-
17	Rail End Pieces, Type C		Each	4	85-	340-

734-1736 (8-81)

9735

117 DOT Building
Salem, Oregon 97310

9-13-83

PROGRAM SECTION
MANAGER ______ PROJECT UNIT S
SEP 30 1983
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO
FOR

Attention: Right-of-Way Section

Subject: Federal Aid Project No. BRS-A685(6) Prefix 534-2542.
Project Name McKay Creek and O'Flow Bridges, Shadybrook Road

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Hillsboro, Oregon, this 13th day of September, 1983

County of Washington

County ~~Judge~~/Chairman

Commissioner

Commissioner

Certified By:

for Regional Right-of-Way Supervisor
Date 9/21/83

Instructions: Complete A or B and C.
R/W File No. ______
Rev. 1/76

[illegible] WASHINGTON COUNTY
BOARD OF COMMISSIONERS
MINUTE ORDER # 83-489
DATE 9-13-83
BY

9735

8-83

DESCRIPTION		PREFIX	FUNCTION	UB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
LOUSIGNONT CR(TIMBER R)BR	CONT NO		FA PROJ NOS BRS A690001 100						STATE
	534	1948	2[illegible]	00	N 9	3,967.64CR	5,104.06CR	11,056.11CR	
	534	1948	2[illegible]	00	N 9			1,335.02	
	534	1948	298	00	N 9	3,967.64	5,104.06	9,721.09	
	534	1948	901	00	P 1	153.06	178.56	3,362.10	
	534	1948	905	00	P 1	811.61	1,158.98	1,667.44	
	534	1948	906	00	P 1			126.30	
	534	1948	909	00	P 1	2.40	746.39	746.39	
	534	1948	910	00	P 1			199.54	
	534	1948	911	00	P 1			108.25	
	534	1948	913	00	P 1		6.42	57.82	
	534	1948	914	00	P 1	[illegible]	225.20	225.20	
	534	19[illegible]	918	00	P 1			145.23	
	534	1948	920	00	P 1			98.75	
	534	1948	923	00	P 1			17.02	
	534	1948	926	00	P 1	551.10	842.09	3,443.06	
	534	1948	927	00	P 1	1,242.87	2,607.46	2,607.46	
	534	1948	933	00	P 1		174.34	340.19	
	534	1948	937	00	P 1	1,417.97	3,321.14	3,325.23	
			TOT		P1	4,320.12	9,260.58	16,469.98	
			** JOB TOTALS **			4,320.12 **	9,260.58 **	16,469.98 **	
MCKAY&MCKAY CR O'FLOW BRGS	CONT NO		FA PROJ NOS BRS A685004 100						STATE
	534	1949	296	00	N 9	511.40CR	1,347.75CR	32,610.69CR	
	534	1949	297	00	N 9			6,090.00	
	534	1949	298	00	N 9	511.40	1,347.75	26,520.69	
	534	1949	901	00	P 1	270.78	372.78	11,525.02	
	534	1949	905	00	P 1	369.75	369.75	4,570.52	
	534	1949	906	00	P 1			253.63	
	534	1949	909	00	P 1			3,171.08	
	534	1949	911	00	P 1			182.79	
	534	1949	913	00	P 1			203.36	
	534	1949	914	00	P 1			131.31	
	534	1949	920	00	P 1			79.39	
	534	1949	921	00	P 1	488.73	488.73	1,796.69	
	534	1949	922	00	P 1			60.80	
	534	1949	923	00	P 1		34.61	257.95	
	534	1949	926	00	P 1			6,340.58	
	534	1949	927	00	P 1	66.65	258.36	3,151.61	
	534	1949	932	00	P 1			31.03	
	534	1949	933	00	P 1			216.70	
	534	1949	937	00	P 1	283.30	547.23	2,505.43	
	534	1949	950	00	P 1			152.18	
			TOT		P1	1,479.21	2,071.46	34,630.07	
			** JOB TOTALS **			1,479.21 **	2,071.46 **	34,6[illegible]0.07 **	
TUALATIN R(FERN HILL RD) BR	CONT NO		FA PROJ NOS BRS A677001 100						STATE
	534	1950	296	00	N 9			35,400.00CR	

/

Section Mckay Creek Bridge
Programming Estimate $
Highway FAS A685 (Shadybrook Rd.)
Project Length 0.21 miles
County Washington
Completion Time 200 CD
9735
Kind of Work Grading, Paving, Structures
Est. Comp. Date June 9, '84
Prefix 534-1949
Letting Date Oct. 20, '83
Project No. BRS-A685(5)

REC'V'D 9/7/83 @ 8:45 AM JC

ESTIMATED CONSTRUCTION AUTHORIZATION

ROUTING SLIP—DEPT. OF TRANSPORTATION Date: 8-10-83

Director
Asst. Dir.-Administration
Accounting (Highway)
Administrative Services
Aeronautics
Bridge
Chief Counsel
Commission Services
Construction
Data Processing (Trans. Bldg.)
Employee Development
Engineering (Design)
Environmental
Equipment Shops & Storeroom
Finance (DOT)
FHWA
General Files

Industrial Engineers
Information Systems
Labor Relations
Landscape
Library
Location
Mail Room
Maintenance
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Policy & Planning
Project Management & Operations Planning

Public Affairs
Public Transit
Radio
Records Management
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Technical Services Eng.
Traffic Signal Unit
Traffic
Travel Information
Utilities
Metropolitan
Region Number 1
District Number
Resident Engineer

ATTENTION: Jon Rose

FROM: L.P.

COMMENTS: Please inform the County.

Form 731-0022 (8-81) SP*86790-734

Contract Amount	$ 201,575 00
1,400	
1,000	$ 2,900 00
500	
Subtotal	$ 204,475 00
Contingencies (4-1/2%)	9,201 38
Engineering (8, [✓ 9,] 10%)	18,402 75
~~Subtotal~~	$
Credit for	
Estimated Net Authorization, Construction	$ 232,079 13
Est. PE. Cost	30,450.00
Est Project cost	$ 262,529 13

APPROVED

County share is 20% $262,529.13 = $52,505.83
Less Advance deposite for PE $6,090.00
$46,415 83

Road Design Engineer

Highway FAS A685 (Shadybrook Rd.) Project Length 0.21 miles
County Washington Completion Time 200 CD
Kind of Work Grading, Paving, Structures Est. Comp. Date June 9, '84
Prefix 534-1949 Letting Date Oct. 20, '83 Project No. BRS-A685(5)

RECV'D 9/7/83 @ 8:45 AM

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 201,575 00

Anticipated Additional Items:		
Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	1,400	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished ______		
Roadside Seeding & Mulching	1,000	$ 2,900 00
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x ____ hrs.)		
State Responsibility for Damages		
Signal Controller Testing		
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
Relocate Benchmark	500	
Adjust Utilities:		
Subtotal		$ 204,475 00
Contingencies (4-1/2%)		9,201 38
Engineering (8, [✓ 9,] 10%)		18,402 75
~~Subtotal~~		$
Credit for ______		
Estimated Net Authorization, Construction		$ 232,079 13

APPROVED

Est. PE. Cost 30,450.00
Est Project cost $ 262,529.13
County share is 20% $ 262,529.13 = $ 52,505.83
Less Advance deposite for PE $ 6,090.00
$ 46,415 83

______
Road Design Engineer

Section Mckay Creek Bridge Programming Estimate $
Highway FAS A685 (Shadybrook Rd.) Project Length 0.21 miles
County Washington Completion Time 200 CD
Kind of Work Grading, Paving, Structures Est. Comp. Date June 9, '84
Prefix 534-1949 Letting Date Oct. 20, '83 Project No. BRS-A685(5)

REC'V'D 9/7/83 @ 8:45 AM JW

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 201,575^{00}

Anticipated Additional Items:		
Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	1,400	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished		
Roadside Seeding & Mulching	1,000	$ 2,900^{00}
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x ____ hrs.)		
State Responsibility for Damages		
Signal Controller Testing		
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
Relocate Benchmark	500	
Adjust Utilities:		
Subtotal		$ 204,475^{00}

Contingencies (4-1/2%) . . . . 9,201^{38}

Engineering (8, [✓ 9], 10%) . . . . 18,402^{75}

~~Subtotal~~ $

Credit for ____________ . . . . . .

Estimated Net Authorization, Construction . . . . $ 232,079^{13}

APPROVED

Road Design Engineer

Rev. 11/81

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

Section Mckay Creek Bridge	County WASHINGTON	Sheet 1 of 2	
Kind of Work Grading, Paving, Structures	Length 0.21 Mi.	Date 11-16-82	Name Bricher

No.	Item	Code	Unit	Quant.	Unit Cost	Total
1	Mobilization		All	All	-	16,500-
2	Temporary Protection and Direction of Traffic		All	All	-	1,200-
	ROADWORK					
3	Clearing and Grubbing		All	All	-	8,000-
	~~Removal of Structures and Obstructions~~		All	~~All~~	~~-~~	~~3,000-~~ X
4	Embankment in Place		Cu. Yd.	1,860	4^{75}	8,835-
5	Trench Excavation		Cu. Yd.	45	10-	450-
6	Finishing Roadbed and Slopes		All	All	-	5,000-
7	Watering		M-Gal.	70	8-	560-
8	Coarse Aggregate Base		Ton	2,900	7-	20,300-
9	3/4"-0 Aggregate Base ~~Aggregate Leveling Course~~		Ton	425	8-	3,400-
10	Class "B" Asphalt Concrete		Ton	775	32-	24,800-
11	18-inch Culvert Pipe		Lin. Ft.	58	20-	1,160-
12	72-inch Arch Type Pipe		Lin. Ft.	240	98-	23,520-
13	Concrete Inlets, Type G-1		Each	1	500-	500-
14	Guard Rail, Type 2A		Lin. Ft.	150	13-	1,950-
15	Guard Rail, Type 3		Lin. Ft.	100	28-	2,800-
16	Guard Rail Anchors, Type 1		Each	4	325-	1,300-
17	Rail End Pieces, Type C		Each	4	85-	340-

734-1736 (8-81)

OREGON STATE **HIGHWAY DIVISION**

Mckay Creek Bridge	County WASHINGTON	Sheet 2 of 2	
Kind of Work Grading, Paving, Structures	Length 0.21 Mi.	Date 11-16-82	Name Bricher

No.	Item	Code	Unit	Quant.	Unit Cost	Total
18	Extra for Asphalt Approaches		Each	8	150-	1,200-
19	Loose Riprap, Class 50		Cu. Yd.	40	20-	800-
20	Single ~~Setting~~ Mailbox ~~Posts~~ Supports		Each	4 X	100-	400-
	~~Setting Multiple Mailbox Supports Posts~~		~~Each~~	~~2~~	~~100-~~	~~200-~~
	STRUCTURE					
21	Bridge Removal Work		All	All	-	8,500-
22	Structure Excavation		Cu. Yd.	40 ~~35~~	15	600-
23	Furnishing Pile Driving Equipment		All	All	-	12,000-
24	Furnish Concrete Piling		Lin. Ft.	620	15-	9,300-
25	Drive Concrete Piles		Lin. Ft.	620	3-	1,860-
26	Structural Concrete, Class 3300 (18 C.Y. @ $300)		All	All	-	5,400-
27	4'×55'/60' Prestressed Slabs		Each	7	3,800-	26,600-
28	Reinforcement (2,350 lbs @ $0.50)		All	All	-	1,175-
29	Metal Rail with Tubing		Lin. Ft.	125	45-	5,625-
30	Reinforced Concrete Bridge End Panels		Sq. Yd.	125	60	7,500-

734-1736 (8-81)

97

5

AGR.

STATE OF OREGON

INTEROFFICE MEMO

TO: Ken Rolfe
Region 1 R/W Supervisor

DATE: July 18, 1983

FROM Adele L. Egan, Supervisor
Right of Way Office Unit

MISC. CONTRACTS and
AGREEMENTS No. 7536

SUBJECT: AGR 230
McKay Cr. & O'Flow Brs.
Shadybrook Road
Washington County

Attached are two copies of the subject agreement.

Prefix for this project is 534-2542.

AE
mp
Attachment

cc: Comm. Serv., w/orig.
Finance, w/c
Local Gov't Programs, w/c
Appraisal, w/c

Mailed on Aug 1

9-13-83
noted in
agree. book

81-125-1387

U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon BRSA 685(4), McKay Creek Bridge
Shadybrook Road - Washington County

Date: July 7, 1983

Reply to Attn. of: HBR-OR

From: Division Administrator

To: Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division

Attn: J. H. Versteeg, Road Design

Further review of your December submittal for the McKay Creek Bridge in Washington County has indicated that the proposal is in conflict with our Federal-aid Program Manual (FHPM 6-7-3-2, para 4d) and cannot be approved until refinements are made in the plans. We have misunderstood your definition of "Design Flood" until Mr. Bryson's clarification memorandum to the file of May 18, 1983.

Your definition of Design Flood now coincides with the Federal-aid Program Manual and this project slipped through during this clarification period.

Please restudy this project and resubmit a project that complies with Federal-aid requirements.

For Dale E. Wilken

cc:
OSHD (W. J. Hart, Bridge)

RECEIVED
STATE HWY ENGR
JUL 8 '83
REFER TO [illegible]
FOR
Info Inves A/D D/R Sign Act File

orig to

9735

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

DATE: June 22, 1983

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Project Data Submission
Item No. 10201
Project No. BRS-A685(5)
McKay Creek Bridge Section
Washington County

Attached support data consists of PR-1 form and project map for the subject project.

It is the Oregon State Highway Division's present intention to receive bids for the project on July 28, 1983.

A copy of the State Clearinghouse A-95 review conclusions for the project was forwarded previously.

JLG:lb

Attachments

cc: Ed Hardt
Jon Rose
R. Brooks
H. Reynoldson
General Files

Form 734-3122

Budget Bureau No. 41-R2067; Approval Ex

U.S. DEPARTME
BUREAU O

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

June 22, 1983

CARD 2	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces) Co. Rd., Approx. 2 mi. NE of North Plains, N	ADT	PRESENT 800 DHV 95	FUTURE ----	YEAR ----	REGION 10	STATE NAME Oregon	STATE CODE 41

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Culvert & Bridge	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) BRS-	NUMBER A685	SEQ. NO. (5)

CARD

CLASS OF FEDERAL FUNDS: Bridge Replacement (20% Off/On System)

NAME OF URBAN AREA: ----

COUNTY NAME: Washington

CODE: 067

ROUTE NO.: S

FEDERAL-AID: A685

STATE: Co. Rd.

U.S.: ----

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 80%	STATE FUNDS	OTHER FUNDS County
5					PE							
5					ROW							
5					CONST (CODE) Y007 X080		"McKay Cr. Br. Sec."	0.208	595,000	476,000	----	119,000

CARD 1	CODE 1	PREPARED BY JLG	PROJECT TOTALS	0.208	595,000	476,000	----	119,000

PROGRAM APPROVAL DATES

5341949 & A

REMARKS

Additional Data: Item No. 10201; Projec
No. BRS-A865(4).

USCOMM DU

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

NO.

FORM PR-1
(REV. 4-61)

June 22, 1983

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Co. Rd., Approx. 2 mi. NE of North Plains, N	ADT	800 DHV 95	----	----	10	Oregon	41	114	10201

OPOSED WORK (35 typewriter	NAT'L. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
t & Bridge								BRS-	A685	(5)		

AL FUNDS
Bridge Replacement (20% Off/On System)

AREA

COUNTY NAME				CODE
Washington				067
ROUTE NO. S	FEDERAL-AID A685	STATE Co. Rd.	U.S. ----	

PROGRAM STAGE ☐ 1 OR ☐ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 80%	STATE FUNDS	OTHER FUNDS County	CHARACTER OF PROPOSED WORK (Full description)
PE								
ROW								
CONST (CODE) Y007 X080		"McKay Cr. Br. Sec."	0.208	595,000	476,000	----	119,000	
ARED BY JLG		PROJECT TOTALS	0.208	595,000	476,000	----	119,000	

AM APPROVAL DATES

REMARKS
Additional Data: Item No. 10201; Project
No. BRS-A865(4).

-over

USCOMM DUSCOMM-DC 48065-P61

Project Data: The project consists of the following:

A.) McKay Cr. O'flow --- 1) remove existing timber trestle bridge (No. 13115); 2) install on existing alignment 4-72 inch arch type pipe culverts, each 60-feet long; 3) reconstruct roadway as required; 4) place riprap as directed; 5) adjust utilities as necessary; 6) incidental work common to this type of construction.

B.) McKay Creek --- 1) remove existing bridge; 2) construct on improved alignment one prestressed concrete slab span bridge (No. 13114A) 56-feet long with horizontal clearance of 28-feet; 3) construct approach roadway as required; 4) adjust utilities as necessary; 5) incidental work common to this type of construction.

Exceptions to Minimum Design Standards: FHWA concurred in 28-foot horizontal clearance. See memorandum (HFO.6-OR) dated September 23, 1981 under Project BRS-A685(4).

Data for FHWA-37:

Type Code Y007 (Culvert) ------------------------------ $ 200,000
Type Code X080 (Str.) --------------------------------- 395,000

Maintenance and Accommodation of Utilities: State-County agreement No. 7537 & 7536 complying with Section 116, Title 23 USC and paragraph 6d(1) of PPM 30-4.1 (FHPM 6-6-3-2) respectively, were executed September 4, 1981.

Note: 1) Project is in Congressional District No. 1.
2) Existing structures have a sufficiency rating of 12.3 & 19.0 respectively.

972

5

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 22, 1983

In Reply Refer to
File No.:

TO: Executive Department
Federal Aid Coordination Unit

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Federal-Aid Funding Application

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal-aid funding of the following:

Item No.	Project No.	Section Name & PNRS No.
10201	BRS-A685(3)	McKay Creek Bridge #8107-2-210

JLG:lt

Enc.
cc: Dale E. Wilken (FHWA)
General Files

Form 734-3122

U. S. DEPARTMENT OF TRANSPORT ON
FEDERAL HIGHWAY ADMINISTR ION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRS-A685(6)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10201

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/10/83

8. FEDERAL ROUTE NUMBER Secondary A685

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

McKay Creek and O'Flow (Shadybrook Road) Bridges

11. GENERAL DESCRIPTION OF WORK

Right of Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☒ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's letter of 3/7/83 you are authorized to proceed with all phases of right of way acquisition for file 52900 A through E as shown on R/W map 1R-3-1479 at a TEC of $12,000 Federal Funds $9,600.

Federal participation is limited to that right of way actually incorporated in the final location of the subject project.

RECEIVED
STATE HWY ENGR
MAR 14 '83
REFER TO
Swan
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to
3/14

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
3/10/83	G. K. Hossner	for Division Administrator

FORM PR-1240 (Rev. 12-76) PREVIOUS EDITIONS MAY BE USED

9735

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

Date: March 7, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D.E. Swan, P.E.
Acting Program Section Manager

Subject: Project Data Submission
Item No. 10201
Project No. BRS-A685(6)
McKay Creek & O'flow (Shadybrook Rd.) Bridges
Washington County

Enclosed is data consisting of PR-1 forms, sketch maps and right-of-way map 1R-3-1479 for the subject project.

I request authorization to proceed with right-of-way acquisition all phases at an estimated total cost of $12,000 with an obligation of $9,600 in Federal funds. The right-of-way to be acquired is as outlined in red on the enclosed right-of-way map and does not involve relocation assistance.

A copy of the State Clearinghouse A-95 review conclusions has been previously forwarded.

CL:bks
Attachments
cc: J. Boyd
D. Aman
General Files

Form 734-3122

Budget Bureau No. 41-R2067; Approv

U.S. DEPART
BUREA

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O. March 7, 1983

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* Co. Rd., Approx. 2 mi. N.E. of N. Plains 21 65	ADT	PRESENT 800 DHV 95	FUTURE ---- (66) (70)	YEAR ---- (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* Right-of-Way Acquisition 28 62	NATL. FOREST (63) (65)	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR. (72) (73)	PL. AUTH YR (74) (78)	PROJECT NUMBER PREFIX LETTER(S) BRS- 14 23	NUMBER A685(6) 7	SEQ.

CARD	CLASS OF FEDERAL FUNDS Bridge Replacement	COUNTY NAME Washington				CODE 067
	NAME OF URBAN AREA ---- 17-31	ROUTE NO. S	FEDERAL-AID A685 (32)	STATE Co. Rd. (36)	U.S. ---- (37) (41)	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST	FEDERAL FUNDS 80%	STATE FUNDS	OTHER FUNDS
1	(14-18)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE							
5					ROW		"McKay Creek & O'flow (Shadybrook Rd.) Bridges"	0.20	12,000	9,600	----	2,400 (Co.)
5					CONST (CODE)							
CARD 1	CODE 1	PREPARED BY C.L.					PROJECT TOTALS	0.20	12,000	9,600	----	2,400 (Co.)
1	14	PROGRAM APPROVAL DATES							(16) (23)	(24) (33)		

ROW-7
Acces
Parki
none.

REMARKS
Additional Data: Item 10201; Project No. BRS-A685(4).

Prefix: 534-1949

USCOM

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

N NO.

O.

March 7, 1983

PROJECT LOCATION (45 typewriter spaces) Co. Rd., Approx. 2 mi. N.E. of N. Plains	**ADT**	PRESENT 800 DHV 95	FUTURE ----	YEAR ----	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 114	ITEM NO. 10201

PROPOSED WORK (35 typewriter Way Acquisition	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) BRS-	NUMBER SEQ. NO. A685(6)	I. Projects Only POST MI. DESIG.

AL FUNDS Bridge Replacement	COUNTY NAME Washington				CODE 067	PROGRAM STAGE ☐ 1 OR ☐ 2
AREA ----	ROUTE NO. S	FEDERAL-AID A685	STATE Co. Rd.	U.S. ----		

WORK					ESTIMATED PROJECT COST BY PHASES				
CLASS	TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 80%	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	PE								
	ROW		"McKay Creek & O'flow (Shadybrook Rd.) Bridges"	0.20	12,000	9,600	----	2,400 (Co.)	
	CONST (CODE)								ROW-70' normal; Access Control-none; Parking Restrictions-none.
PARED BY C.L.			PROJECT TOTALS	0.20	12,000	9,600	----	2,400 (Co.)	

GRAM APPROVAL DATES

34-1949

REMARKS
Additional Data: Item 10201; Project No. BRS-A685(4).

-over

USCOMM DUSCOMM-DC 48905-P61

McKay Creek & O'flow (Shadybrook Rd.) Bridges
Project No. BRS-A685(6)

Project Data: Work consists of right-of-way acquisition all phases as required for the future construction necessary to replace the existing bridges with reinforced concrete structures 28 foot wide and approach roadways.

Note: 1) Project in Congressional District No. 1.
2) No relocation assistance involved.

9700

5.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: March 7, 1983

To: Executive Department
Federal-Aid Coordination Unit

From: D.E. Swan, P.E.
Acting Program Section Manager

Subject: Federal-Aid Funding Application

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for Federal-Aid funding of the following:

Item No.	Project No.	Section Name & PNRS No.
10201	BRS-A685(6)	McKay Creek & O'flow (Shadybrook Rd.) Bridges. G-P- CULVERT PNRS #8107-2-210

CL:bks
Enc.
cc: Dale E. Wilken, FHWA
General Files

77

1/19/83
Brent called again -
said to use timing
same as in
Glencoe Rd - W. Union Rd
Don Trout
copy Spec's [illegible]

B/U ~~12/22/82~~
~~1/5/83~~
~~1/10/83~~
30

1-19-83
~~December 9, 1982~~

DES 16

Brent Forsberg
Waterway Coordination
Department of Fish & Wildlife
506 SW Mill Street
Portland, Oregon 97201

McKay Creek Bridge Section
FAS A 685 (Shadybrook Road)
Washington County

In the near future we plan to receive bids on the above highway bridge project. Earth work quantities are less than that required by the Division of State Lands for a removal/fill permit, so we are corresponding directly with you for appropriate comments relating to our construction activities.

On sheet number 3 of the plans, you will find the proposed construction of four 72" arch pipes. These will provide a passage for overflow water during periods of high water.

On plan sheet number 4 and the last sheet, you will find the details for the proposed bridge over McKay Creek. The proposed bridge will be a single span pre-cast concrete bridge supported by piling at each end. The only excavation necessary will be for the construction of the caps on top of the piling. This work will be on top or even a little back of the top of the stream bank. The stream crossing will not be disturbed otherwise.

The existing bridge will continue to carry the traffic until the new one is complete. It will then be removed by the contractors

We would be pleased to have you review this proposal soon and offer your comments relating to our construction operations.

J.H. Versteeg
Road Design Engineer
By

Donald L. Trout
Final Project Coordinator

Enclosure
DLT:kg

1/10/83
Brent says they recommend
no special conditions for this
work. Don Trout

[illegible] copy - Spec's

[illegible]

PRELIMINARY
ATTACHMENT A

Glencoe Rd-W Union Rd
FAS A685 & A686

Special Conditions for Material Removal/Fill Permit No. 3382

1. This permit authorizes the removal of up to 3,060 cubic yards of material the placement of up to 1,750 cubic yards of material and the placement of up to 410 cubic yards of rock riprap in Section 1, T1N, R3W in conjunction with highway improvement project as outlined in the attached permit application, map and drawings (OSHD No. 308).

2. Turbidity increase shall be limited to 10% increase above background as measured 100 feet below project.

3. Waste materials and spoils shall be placed above the bankline.

4. There shall be no removal or filling in the permit area between October 1 and June 30.

5. A new channel may be constructed under these conditions:

   a. There shall be no operation of equipment in the active flowing stream except to connect the newly dug channel into the existing stream.

   b. The new channel shall be completely excavated before diverting the stream flow.

   c. The lower section of the old channel below riprap portion shall be left open.

6. Riprap shall be placed under these conditions:

   a. Only clean, erosion resistant rock from an upland source shall be used as riprap. No broken concrete or asphalt shall be used as riprap.

   b. Riprap shall be placed in a manner that does not appreciably increase the upland surface area.

   c. Areas of streambank disturbance not covered by riprap shall be seeded or planted with grass and/or legumes, shrubs and trees.

   d. All riprap shall be placed from above the bankline.

   e. The completed revetment shall have a slope no steeper than 2:1.

7. Removal of existing woody vegetation shall be limited only to what is necessary to complete bridge and connect new stream channel into existing channel.

8. Vegetative plantings shall be established along the new channel with the same species as destroyed along the original channel.

RECEIVED
MAR 11 1981
LOCATION SECTION

NOTED
C. C. WILLS

___ Versteeg
___ Anderson Copy
___ Christensen Copy
___ Olson
___ Sullivan Copy
~~NOTED~~
W. N. HACKLEMAN

RECEIVED
MAR 10 1981

Location
Bridge
Environment

Do Not File ☐
Return To ________
Bring Up ___/___ ___

9. The Division of State Lands retains the authority to temporarily halt or modify the project in case of excessive turbidity or damage to natural resources.

Comment,

Please coordinate implementation of this project with the Washington County Soil and Water Conservation District, phone: 648-3014.

March 10, 1981

9735

FAS A685

U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon BRS-A 685(4)
McKay Creek Bridge Sec, Shadybrook Rd, Washington Co.
(Mr. Thompson's ltr, 11-2-82, DES 23 13114A)

Date: November 16, 1982

From: Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer

We have reviewed this project and assume that a culvert alternate has been discarded. The flow and site appear acceptable for a "squash" pipe.

Please furnish us with the supporting information used for deciding on a structure.

for Dale E. Wilken

RECEIVED
STATE HWY ENGR
NOV 16 '82
REFER TO Gunter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

1 Versteeg ✓
Anderson
2 Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
NOV 18 1982
ROAD DESIGN
SECTION

RECEIVED
TECHNICAL SERVICES
NOV 17 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Versteeg
Pls reply
ESW.

9735

STATE OF OREGON

INTEROFFICE MEMO

TO: E. L. Hardt
Metro Region Engineer

DATE: November 2, 1982 DES 23
13114A

FROM: T.G. Thompson
T. G. Thompson, P.E.
Principal Structural Design Engineer

SUBJECT: McKay Creek Bridge
McKay Creek Bridge Section
Shadybrook Road
Washington County
BR 13114A

Attached are two reduced prints of Drawings 37440-37442 which are the advance detail drawings for the subject structure.

Our present estimate of costs for the proposed contract not including the McKay Creek Overflow structure is as follows:

Roadwork	$130,000
Structure	62,000
Engineering & Contingencies	48,000
TOTAL	$240,000

It is planned to call for bids on this section on January 27, 1982.

Please make a field review and return one set by November 19, 1982, with your comments and/or corrections noted.

JLG:jrb

Attachments

cc: Larry Rice, Public Works Director, Washington County
Specifications /w/ 1 set plus estimate sheet (unchecked) and designer's notes
Construction /w/ 1 set
Utilities /w/ 1 set
Project Management
Engineering /w/ 1 set
H. A. Schell, FHWA, /w/ 2 sets

Contains Recycled Materials
81-125-1387

PROGRAM MANAGEMENT SECTION
DHM ☐ [✓ DES ☐]
SHM ☐ MJK ☐ DNH ☐
NOV 3 1982
REFERRED TO____________________
FOR ___________________________
FILE: PM FA LG.

9735

STATE OF OREG[illegible]

INTE[illegible]FFICE MEMO

TO: E. L. Hardt
Metro Region Engineer

ATTN: Jon Rose

DATE: October 26, 1982

DES 23
13114A

ORIGINAL SIGNED
T. G. THOMPSON

FROM: T. G. Thompson, P.E.
Principal Structural Design Engineer

SUBJECT: McKay Creek Bridge
McKay Creek Bridge Section
Shadybrook Road
Washington County
BR 13114A

Attached are four reduced prints of Drawings 37286 and 36854 which are the preliminary plan and elevation and vicinity map for the subject structure.

Note that concrete bridge approach panels have not been included in this project.

Our present estimate of costs for the proposed contract, not including McKay Creek Overflow, is:

Roadwork	$130,000
Structures	63,000
Engineering & Contingencies	49,000
TOTAL	$242,000

Please use these prints to obtain the approval of Washington County. Return one set of prints to this office as soon as possible stamped with the appropriate approval.

We plan to call for bids on this project on January 27, 1983.

JLG:jrb

Attachments

cc: H. A. Schell, FHWA /w/ 1 set
Engineering /w/ 1 set
✓Project Management /w/ 1 set
Environment (M. Banks) /w/ 1 set

Contains Recycled Materials
81-125-1387

PROGRAM MANAGEMENT SECTION
DHM ☐ DES [✓ ☐]
SHM ☐ MJK ☐ DNH ☐
OCT 27 1982
REFERRED TO____________________
FOR ________________________
FILE: PM FA LG.

9735

STATE OF OREC N
HIGHWAY DIVISION - LOCATION UNIT

INTE..OFFICE MEMO
LOC 8

TO: FILE

DATE: August 10, 1982

David W. Bryson

FROM: David W. Bryson, P.E.
Assistant Hydraulics Engineer

SUBJECT: McKay Creek Bridges
Shadybrook Road, FAS A685
Washington County

The proposed project will replace two structures: a 48-foot long timber structure consisting of three 16-foot long spans which spans the main channel and a 60-foot long timber overflow structure spanning part of the floodplain and consisting of four 15-foot long spans. The overflow structure is located approximately 1,300 feet northeasterly of the main channel structure. The main channel structure will be placed on a new alignment located approximately 35 feet downstream of the existing structure. The overlfow structure will be placed on the same alignment as the existing structure.

HYDROLOGY

McKay Creek, which lies in the Tualatin River Basin, is a north-south tributary of Dairy Creek and drains an area of approximately 27.6 square miles at the bridge site. Stream gage number 14-2060 was located at the bridge site from 1941-1943 and then again from 1949-1956. This gage data was analyzed using a Log-Pearson Type III statistical distribution with the results listed below.

Recurrence Interval	Peak Discharge
100-year	2,050 cfs
50-year	1,870 cfs
25-year	1,680 cfs
10-year	1,440 cfs
5-year	1,250 cfs

The largest flood while the stream gage was active occurred on February 17, 1949 when a peak discharge of 2,100 cfs was measured.

The Washington County Public Works Department and the Lewis R. Rice residence, which is immediately upstream of the main channel structure, were contacted concerning flooding in the area. Roadway overflow occurs yearly between stations "P" 94+00 and "P" 99+00. The water usually does not get over one-foot deep over the roadway. The person contacted at the Rice residence could not recall the water overtopping the roadway at the overflow structure. The County had no information about flooding at the overflow structure.

HYDRAULIC DESIGN

The 100-year flood of 2,050 cfs was chosen as the design flood to conform with Washington County's Floodplain Ordinance. During the 100-year flood it is estimated that 750 cfs flows through the main channel structure, 500 cfs flows through the overflow structure and the remaining 800 cfs is conveyed as roadway overflow between stations "P" 93+50 and "P" 99+50. The existing main channel structure was analyzed and found to create 0.1 feet of backwater during the design flood resulting in a highwater elevation of 185.0 feet (MSL) along the upstream side of the bridge. The overflow channel was analyzed and found to create 0.2 feet of backwater during the design flood resulting in a highwater elevation of 180.1 feet along the upstream embankments. The existing main channel structure and overflow structure have waterway areas of 320 square feet and 220 square feet, respectively. Roadway overflow was computed to have a one-year recurrence interval.

The gradeline of the proposed alignment change at the main channel structure should match the existing gradeline as close as possible in order to maintain the roadway overflow capacity of the crossing. The proposed main channel structure should also provide a normal waterway area of 320 square feet below elevation 185.0 feet in order to maintain the status quo. As with the existing structure, the proposed main channel structure will create approximately 0.1 feet of backwater resulting in a highwater elevation of 185.0 feet along the upstream side of the bridge.

To maintain the status quo at the overflow structure location would require a replacement structure which provides a waterway area of 220 square feet. This structure would create 0.2 feet of backwater resulting in a highwater elevation of 180.1 feet along the upstream embankments. However, since roadway overflow occurs on a frequent basis at the main channel structure, it is felt that roadway overflow could also be allowed at the overflow structure. If roadway overflow were allowed, then a smaller overflow structure could be used. The table on page three lists potential alternates which could be used for the overflow structure.

RIPRAP

If vertical abutment structures are used, no riprap protection will be necessary. However, if spillthrough abutments are used, then they should be protected with a 12-inch blanket of Class 50 loose riprap. This protection should have a toe trench, but no filter blanket will be required. The embankment slopes at the inlet and outlet ends of the pipe-arch alternate for the overflow structure should also be protected with a 12-inch blanket of Class 50 loose riprap. This protection would require neither a toe trench or a filter blanket. It is suggested that the downstream embankment slope of those areas subject to roadway overflow be paved.

Alternate	Headwater Elevation (feet)	Backwater Created (feet)	Roadway Overflow (cfs)	Flow Thru Structure (cfs)	Roadway Overtopping Frequency (yrs)
Two 6'-9" x x 4'-11" pipe-arches	181.1	1.2	200	300	2
Three 6'-9" x 4'-11" pipe-arches	180.9	1.0	90	410	4
Four 6'-9" x 4'-11" pipe-arches	180.7	0.8	25	475	62
Existing Structure	180.1	0.2	0	500	100+

DWB:ge
Attachment

cc Frank Terpin w/attachment
Walt Hart "
Jack Davis "
Don Adams "
Don Harwell "
Ed Hardt "
Herb Schell, FHWA "

PROGRAM MANAGEMENT SECTION
DHM ☐ DES ☐
SHM ☐ MJK ☐ DNH ☑
AUG 11 1982
REFERRED TO
FOR
FILE: PM FA LG.

HYDRAULIC DATA

		DESIGN FLOOD	BASE FLOOD	ROADWAY OVERTOPPING FLOOD	MAXIMUM FLOOD YEAR ( )
Discharge	cfs	750*		550	
	m³/s				
Frequency — yrs.		100	100	1	
H.W. Elevation Natural Channel	ft.	185.0**		180.8***	
	m.				
H.W. Elevation Channel Change	ft.	—		—	
	m.				
Average Velocity	fps	2.3±		1.9±	
	mps				
Headwater Elevation	ft.	—		—	
	m.				
Tailwater Elevation	ft.	—		—	
	m.				

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS:

* only 750 cfs of the 2,050 cfs is conveyed through the bridge

** includes 0.1 feet of backwater

*** roadway overflow occurs when the top of bank elevation of 183.3 feet is exceeded

OREGON DEPT. OF TRANSPORTATION
HYDRAULICS UNIT

McKay Creek Bridge
Shadybrook Road, FAS A685
Washington County

COMPILED BY:	DATE:
Dave Bryson	August 9, 1982

1775 Wash.

ROAD DESIGN SECTION 378-6558

ROW 3:1

J. B. Boyd, Manager
Right of Way Section

July 20, 1982

J. H. Versteeg
Road Design Engineer

Files 52900-A and 52900-B
~~McKay Creek Bridge Section~~
Shadybrook Road
Washington County

1 Versteeg ✓
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JUL 21 1982
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up /
Action

Attached are descriptions (2 files), an authorization and right of way prints covering right of way required for the subject project, scheduled for fiscal third quarter of 1983. This property is to be acquired by the County.

By: ORIGINAL SIGNED BY
W. H. WAKERLIG

W. H. Wakerlig
R/W Descriptions Supervisor

WHW:rlr
Attachments

9735

OREGON STATE HIGHWAY DIVISION
Location Unit
Surfacing Design Group

Section: McKay Creek and McKay Creek Overflow Bridges
Date June 25, 1982

Highway: FAS A685, Shadybrook Road
Twenty Year Traffic Coefficient 6.9

County: Washington
18 kip s.a. per day 14

Prefix: 534-1949
R Value 10

Project Manager: E. J. Dunn
Frost Penetration ---

CBE Total Requirement 22.0"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
4.0"	A.C. Wearing Surface and Base, Class "B"	8.0"
2.0"	Aggregate Level	2.0"
12.0"	Aggregate Base	12.0"
18.0"		22.0"

1.0" Asphaltic Concrete Wearing Surface & Base = 2.0" Aggregate Base
1.0" Cement Treated Base = 1.8" Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8" Aggregate Base
1.0" Emulsion Treated Wearing Surface & Base = 1.8" Aggregate Base
1.0" Oil Mat = 1.8" Aggregate Base
1.0" Cement Treated Existing Roadway Material = 1.5" Aggregate Base
1.0" Lime or Cement Treated Subgrade = 1.0" Aggregate Base
1.0" Aggregate Subbase = 0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Project Manager
Specifications Engineer
Final Design Engineer
Regional Geologist
D. E. Swan
J. R. Rose

PROGRAM MANAGEMENT SECTION
DHM ☐ DES ☑
SHM ☐ MJK ☐ DNH ☐
JUN 28 1982
REFERRED TO________________
FOR ______________________
FILE: PM FA LG.

9735

6-3-82

McKAY CREEK BRIDGE
SHADYBROOK ROAD
WASHINGTON COUNTY

LOCATION NARRATIVE REPORT

PURPOSE: The purpose of this project is to replace McKay Creek Bridge and the McKay Creek Overflow Bridge. The project is located northeast of North Plains in T2N R2W, Section 30.

FUNDING: The project will be conducted as part of the Highway Bridge Replacement Program.

EXISTING STRUCTURES: Both are timber structures. They are restricted to one-way traffic and load limits. The south approach to McKay Creek Bridge is a blind and abrupt curve leading to the 18-foot wide by 48-foot long structure. The overflow structure is a four-span bridge, 20 feet wide by 60 feet long and was built in 1948.

EXISTING FOUNDATIONS: Both structures are supported by 12-inch wood pilings.

PROPOSED STRUCTURES: We are proposing two prestressed slab bridges. The creek bridge will be 28 feet wide by 56 feet long with a 28-foot roadway and supported on pile bents. The new structure will reasonably match the existing structure for elevation, but will be realigned to the east for a safer approach. Wingwalls should be included to reduce the amount of embankment required at the bridge ends.

The overflow bridge will be the same size as the existing structure, 28 feet wide by 60 feet long and will be built as nearly as possible to the existing elevation and alignment.

Enclosed is a design packet from Armco Construction Products Division showing their calculations for muliplate superspans as an alternative to concrete bridges.

HORIZONTAL ALIGNMENT: The horizontal alignment of the creek bridge has been shifted to the east to provide a safer approach to the structure by installing a six degree, 30 minute curve left before, and a 30 degree curve left after the bridge.

The horizontal alignment of the overflow bridge will remain the same as the existing structure.

VERTICAL ALIGNMENT: A profile grade of +2.71% is proposed for the new creek structure, preceded by a 200-foot sag vertical curve and followed by a 200-foot vertical curve.

The overflow structure will have nearly the same vertical alignment as the existing structure.

CHANNEL WORK: There will be no channel work other than that necessary to complete the structure work and any riprap that may be required.

STRUCTURE SKEW: The creek structure will have a bent skew of 25 degrees as shown on the vicinity map. The overflow structure will be normal to the roadway centerline.

EROSION: There does not appear to be a problem with erosion at either structure. The creek does not appear to flow very fast and the banks are well covered with grasses and other vegetation.

RIP RAP: We are not anticipating any need for rip rap. Bridge design section may or may not request rip rap placement on the banks under the creek structure.

MATERIAL SOURCES: No material sources are being named.

DRAINAGE AREA: Refer to the following quadrangle sheets - Hillsboro, Oregon and Dixie Mountain,

GUARDRAIL: Guardrail will be required on all four corners of both bridges. We propose 25 feet of type 3 rail with type "C" endpieces and type I anchors. It may be possible to stockpile guardrail on the job site as long as it does not interfere with access to the nearby residences. A 25-foot run of type 2A guardrail is planned at the northwest corner of the creek bridge between the type 3 rail and the Rice residence driveway. This will serve as a barrier to vehicles attempting to use the old road.

GAME COMMISSION: Approval will be required by the State Fish and Wildlife Department as to restrictions and guidelines for working in and near the stream bed. The Fish and Wildlife Department requested that Jay Massey, District Fish Biologist, be given the opportunity to review and comment on detailed project plans. He may be contacted at 17330 S.E. Evelyn Street, Clackamas, Oregon 97015, telephone number 657-2041.

PERMITS: All required permits are to be obtained by Washington County. No agencies have been contacted by this office. Flood plain permits will be required.

DETOUR: No detour will be required. The County will close the road to through traffic; however, it is required that at least one bridge remain usable at all times so that the Rice family has access to their residence.

Access should be maintained for the residents living up County Road 257 as well.

SIGNING: The construction signing will be the responsibility of the contractor. The County will be responsible for removing existing and installing permanent roadway signing.

RIGHT-OF-WAY: The County has 60 feet of right-of-way. All construction on the overflow structure will be done within the 60 feet. The creek bridge construction will require approximately 0.24 acres from Michael P. McHone and Chalres G. Dunham, co-owners of tax lot 1300. Refer to right-of-way map for details. Adequate right-of-way for utility relocation should be considered in the purchase of right-of-way.

UTILITIES: Portland General Electric and Pacific Northwest Bell have utilities within the limits of the project. Refer to Utility Location Report by Ted Inloes, Region Utilities Specialist.

IRRIGATION FACILITIES: There are no known irrigation facilities that would affect the structures within this project.

CONTRACT LETTING: The contract letting should be timed to coincide with construction restrictions placed on the work by the Game Commission.

COST ESTIMATE: All the costs have been derived from Bruce Walton, Construction Cost Analysis and Jim Chidsey, Bridge Department in Salem. Our cost estimate is higher than the original project assessment due to increased costs in roadwork items.

ROAD APPROACHES: There are two connections to be made to Shadybrook Road. County Road 267 meets Shadybrook Road near the creek bridge and will need a new approach. The Rice residence will be able to use their existing driveway but will need a slight grade modification to match the new roadway.

MAILBOXES: It is anticipated that the Rice family mailbox will need to be removed and then installed in a location acceptable to the Postal Department. We plan to leave the mailboxes at County Road 267 where they are and prepare an approach to them.

FENCE: The existing fenceline is inside the existing right-of-way boundaries of which 820 feet needs to be removed for project work. Fence removal is taken into consideration in Removal of Structures and Obstructions and installed by Bid Item NO. 27, Type 1 Fence.

SPECIAL PROVISIONS: The structures will be designed by ODOT Salem Bridge Department. Removal of existing structures: the old structures will become the property of the County

Bench mark U-122 northeast of the existing creek bridge needs to be relocated out of the construction area. A potential site may be on the wingwall or deck of the new creek bridge.

CM:po

ODOT
6/3/82

9735

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: October 22, 1981

File No: 10035
10036

TO: FRANK TERPIN
Location Engineer

FROM: Curt H. Duval
CURT DUVAL
Location Engineer

SUBJECT: Tualatin River (Fern Hill Rd.) Bridge
McKay Creek and McKay Creek Overflow Bridges
Washington County

Please find attached a copy of Washington County's letter asking to be allowed to deviate from the standard roadway width on the subject projects along with their reasons for the request. We agree with the County; a 28 foot roadway width will be sufficient for the structures.

po

RECEIVED
OCT 27 1981
BRIDGE SECTION

RECEIVED
NOV 10 1981
LOCATION SECTION

RECEIVED
OCT 23 1981
LOCATION SECTION

NOTED
L. L. WALLACE

NOTED
W. N. HACKLEMAN

NOTED
F. E. TERPIN

WASHINGTON COUNTY
ADMINISTRATION BUILDING – 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
VIRGINIA DAGG, Chairman
LYELL GARDNER, Vice Chairman
JIM FISHER
BONNIE L. HAYS
LUCILLE WARREN

DEPT. OF PUBLIC WORKS
ROOM 201
(503) 648-8886

October 16, 1981

Curt Duval, Location Engineer
Department of Transportation
Metropolitan Branch
5821 N.E. Glisan
Portland, Oregon 97213

Subject: Tualatin River (Fern Hill Road) Bridge
McKay Creek and McKay Creek Outflow
Bridges, Washington County

Dear Sir:

Washington County has submitted a request for the bridge width to deviate from the required 40 feet wide structure to 28 feet in width for the following reasons:

1. The present road width is 20 to 22 feet with no plans in the future for widening the pavement. It is classified as a collector but in a rural area, will not be improved.
2. The area in question is zoned GFU 38 and AF-10, which is farm land use and forest area. This zoning will not be changed and after checking with our planning department, if anything it will be more restrictive.
3. Washington County is in the process of a new comprehensive plan of the county. This area is out of any urban growth areas and will not be changed in the future.
4. If the structure is 40 feet in width, entering and exiting onto a 20 foot wide road will be a safety problem and we would have to neck down both sides of the bridge with some form of traffic barrier and considering the location and the road geometry could be confusing to the driver.
5. Due to the zoning and through the comprehensive plan, the growth in this area will be very little if any and the anticipated ADT will not increase any appreciable amount, therefore not needing any more than a 28 foot wide structure.

For the above reasons and the cost saving, Washington County is requesting that our preliminary request for a 28 foot wide bridge be accepted. If this is not acceptable, we would go up to a 32 foot wide structure. We do feel that a 40 foot wide bridge in this area would be inappropriate and costly.

Very truly yours,

Randy L. Lapo

Randy L. Lapo
Bridge Coordinator

RLL:ja:1:1

an equal opportunity employer

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project BRS-A685(4)
McKay Cr. & McKay Cr. Overflow Bridges
Washington County

Date: September 23, 1981

From: Division Administrator

Reply to Attn. of: HFO.6-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

Based on your September 16, 1981, letter, I concur in your proposed deviation from standard bridge widths on these structures. The 28 foot width is compatible with adjacent roadway sections and surrounding development.

Dale E. Wilken

cc:
OSHD (D E Swan, Proj Mgmt)

NOTED
W.J. HART

9735

October 13, 1981

ACC

Larry Rice
Director of Public Works
Washington County
150 N. First Avenue
Hillsboro, Oregon 97123

Dear Mr. Rice:

We have received Federal Highway Administration approval for the preliminary engineering phase of the McKay Creek and McKay Creek O'Flow Bridges on Shadybrook Road; these have been combined and will be let under one contract.

As specified in our Agreements No. 7536 and 7537, we estimate the financial sharing of the preliminary engineering cost to be:

Total Estimated Cost of Preliminary Engineering	$38,450
Less: Free Bridge Design	8,000
SUBTOTAL	$30,450
Less: Federal Funds (80%)	24,360
COUNTY SHARE	$ 6,090

Please submit your P.E. advance deposit in the amount of $6,090 according to the instructions on the attached sheet.

Very truly yours,

D. E. Swan
Operation Programming Engineer

KEH:
Attachment

bcc w/AD # 970: Jon Rose, Metro
Vern Skoog - Please return completed AD # 970
when admance deposit is received.

9735

Con 19-1
McKay

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRS-A685(4)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Washington

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10201

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/28/80

8. FEDERAL ROUTE NUMBER Secondary A685

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

McKay Creek and O'Flow (Shadybrook Road) Bridges

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including archeological salvage and utility preparatory work TEC $38,450 F.F $30,760

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's PEA dated 8/27/81.

(80% Funds)

RECEIVED
STATE HWY ENGR
OCT 6 '81
REFER TO Moehring
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Ovg 10-6-81

14. DATE 9/28/81

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

9735

CON 19-1
McKay

U.S. Department
of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project BRS-A685(4)
McKay Cr. & McKay Cr. Overflow Bridges
Washington County

Date: September 23, 1981

From: Division Administrator

Reply to Attn. of: HFO.6-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

Based on your September 16, 1981, letter, I concur in your proposed deviation from standard bridge widths on these structures. The 28 foot width is compatible with adjacent roadway sections and surrounding development.

G. K. Hossner
for Dale E. Wilken

cc:
OSHD (D E Swan, Proj Mgmt)

RECEIVED
STATE HWY ENGR
SEP 28 '81
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

- 9735

CCN 17-1
McKay

September 23, 1981

Washington County Board of Commissioners
150 North First
Hillsboro, OR 97123

AGR 4

Attention: Jo Ann Johnson
Clerk of the Board

MISC. CONTRACTS and
AGREEMENTS No. 7537

Gentlemen:

Attached for your files are two fully executed copies of agreements for the replacement of the McKay Creek (Shadybrook Road) Bridges (Bridge Nos. 13114 and 13115).

We are retaining a fully executed copy of each agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dms
AAttachments

bc: Don Harwell (2 agreements attached)

9735

CON 19-1
McKay C

September 23, 1981

Washington County Board of Commissioners
150 North First
Hillsboro, OR 97123

AGR 4

Attention: Jo Ann Johansen
Clerk of the Board

MISC. CONTRACTS and
AGREEMENTS No. 7536

Gentlemen:

Attached for your files are two fully executed copies of agreements for the replacement of the McKay Creek (Shadybrook Road) Bridges (Bridge Nos. 13114 and 13115).

We are retaining a fully executed copy of each agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dms
Attachments

bc: Don Harwell (2 agreements attached)

Con 14-1
[illegible]

September 16, 1981

DES 16

Mr. Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

Dear Sir:

McKay Cr. & McKay Cr. Overflow Bridges
Washington County
Oregon Project BRS-A685(4)
Your File HFO-6-OR

Your September 4 letter requested additional supporting information for 28-foot wide decks on the subject structures.

The present roadway at the bridge sites has a paved surface 20 feet wide and follows acute alignment which limits design speed of the existing facility to the range of 20 to 30 MPH. Future spot improvements to the facility could improve design speed to 40 MPH but it is unlikely that funds would be available any time soon.

The bridge sites are adjacent to hilly and mountainous sections of road which have limited design characteristics and will likely remain so in the foreseeable future. Improvement of the subject segment to full standards under the noted circumstance does not appear to be prudent or cost effective. Therefore, the project design has been proposed on the basis of the modified standard.

The "under 50 MPH design" of the present and probable future facility along with maintaining the roadway width of 28 feet across the bridge does not introduce elements detrimental to safety and should improve the present situation significantly.

"Geometric Design Standards for Highways Other Than Freeways, 1969" lists desirable roadway width of 32 feet and a minimum width of 24 feet (Table 8, page 13) for bridges to remain in place. The 28-foot bridge width is a cost effective and compatible design to the current facility and also compatible with adjacent roadway improvements which are likely to be undertaken in the future.

We therefore wish to reaffirm our original proposal and ask for your concurrence in the use of a 28-foot deck width for the subject bridge and approach roadway width.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer
Technical Services Branch

bc H. S. Coulter
D. H. Moehring
J. H. Versteeg
F. E. Terpin (enc.)

GCW:ja

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project BRS-A685(4)
McKay Cr. & McKay Cr. Overflow Bridges
Washington County

Date: September 4, 1981

From: Division Administrator

Reply to Attn. of: HFO.6-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

The Location Prospectus and request for preliminary engineering authorization for the above project has been reviewed. The proposed curb-to-curb width on the structure is 28 feet. Current traffic volume on this project is 800 ADT. Minimum design standards call for 12 foot lanes and 8 foot shoulders for a structure width of 40 feet.

Your proposed 28 foot width is a significant deviation from standards. Possibly a 32 foot roadway would be more appropriate considering operating speeds, roadway alignment and potential safety hazards associated with future increased traffic volumes. At any rate we need supporting information for proposed widths less than minimum design standards.

Action on your preliminary request will be detained pending receipt of a supported deviation request.

G.K. Hossner
fr Dale E. Wilken

1 Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wekerlig

RECEIVED
SEP 10 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

RECEIVED
TECHNICAL SERVICES
SEP 9 '81
REFER TO Versteeg
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		X				

RECEIVED
STATE HWY ENGR
SEP 8 '81
REFER TO [illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

R

TO: Dale E. Wilken 9735 Division Administrator Federal Highway Administration Salem, Oregon 97301	OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION ADDENDUM TO LOC ON PROSPECTUS AND 8-27-81 REQUEST FOR FEDERAL AID PRELIMINARY ENGINEERING AUTHORIZATION

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO. FED. S	ROUTE NO. STATE
Co. Rd., Approx. 2 mi. N.E. of North Plains "McKay Cr. & O'flow (Shadybrook Rd.) Bridges	118	10201	BRS-A685(4)	A685	Co. Rd.

Access Control None Parking Restrictions None System Revision None

Airports (within 2 Mi.) None ROW 60' normal

Water Development None Recreation & Historical Areas None

Washington 067

A-95 Review:

State Cl. Ho. .... Exempt___ Date Approved 8-4-81

Dist. 2 Cl. Ho. ..... Exempt___ Date Approved___ No Reply X

Project Environmental Assessment: FHWA Concurrence Dated 6-29-81

1-EIS ___ 2-Categorical Exclusion X 3-Draft Assessment & FONSI ___

Notes: (1) Project in Congressional District 1 .

(2) ___

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

X All Phases
___ All Phases thru Final Envir. Document
X Incl. Archeological Salvage
X " Util. Preparatory Work
___ " R.R. Preparatory Work

Est. Proj. Cost:

TEC NTE	$ 38,450.00
FF	$ 30,760.00
STATE	$ 1,600.00
Co.	$ 6,090.00

For PR-37:

Field Phase	$
PS&E Phase	$

PRO RATA 80%

REMARKS:
1) Attached is a copy of Authority for Survey and sketch maps.
2) Included in the bridge replacement inventory with a sufficiency rating of 12.3 & 19.0
3) This project is expected to be funded from the unobligated balance of FY '81' 80% limitation.

CL:bkc

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
8-27-81	D.E. SWAN	OPERATION PROGRAMMING ENGINEER

9735 8-12-81 CON 19-1
McKay

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE
Salem, Oregon 97310, Phone: 378-3732

NOTED
H.S. COULTER

STATE A-95 REVIEW ADDENDUM

APPLICANT: OR DOT HWY DIV

PROJECT TITLE: McKay Creek & O'Flow Bridges WASH. CO.

PNRS #: 8107 2 210

DATE: -8107 2 210

The State Clearinghouse has received additional comments from The Oregon Department of Soil & Water subsequent to our conclusion letter of 8/4/81 please see copy (ies) attached for your attention.

ATTACHMENT

Additional Clearinghouse comments:

cc: DALE E. WILKEN
H.S. COULTER
F.E. TERPIN
J.B. BOYD
J.H. VERSTEEG
GARY POTTER
W.J. HART
AERONAUTICS DIVISION
B.L. GIFFORD
REG.(m)ENGR.: R.N. BOTHMAN

REG.(1)ENGR.:
E.L. HARDT
DIS.(2)ENGR.:
W.W. GEIBEL

(xx) Please consider this letter and enclosure(s) an addendum to our previous letter.

(xx) A copy of this letter and enclosure(s) should be forwarded to the federal funding agency as required by OMB A-95.

If you have questions please contact the State Clearinghouse at the above address and telephone number.

RECEIVED
STATE HWY ENGR
AUG 12 '81
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

BEN GIFFORD
7-2-81

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

RECEIVED
JUL 10 1981
STATE SOIL AND WATER
CONSERVATION COMMISSION

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

PNRS STATE REVIEW

Project #: 8107 2 210

Return Date: JUL 31 1981

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

Washington - Dept. of Transportation

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

( ) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

Please coordinate the implementation of this proposal with the Washington County SWCD.

WASHINGTON COUNTY SWCD
257 W. Main
Hillsboro, OR 97123
Phone: 648-3014

Agency Soil & Water By Charles V. Liles/gp

Phone Number 8-3810

2735

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

Con 19-1
McKay
C

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St. S.E.
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-452-7813

ROUTED
H.S. COULTER

APPLICANT: OR DOT HWY DIV

PROJECT TITLE: McKay Creek & O'Flow Bridge [illegible] Co.

DATE: 8/4/81

The State has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified ~~and~~ ~~the proposal is endorsed as presented.~~

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency (s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

ATTACHMENT

cc: D.E. WILKEN
H.S. COULTER
F.E. TERPIN
J.B. BOYD
J.H. VERSTEEG
GARY POTTER
W.J. HART
AERONAUTICS DIVISION
B.L. GIFFORD
EG. (M) ENGR: R.N. BOTHMAN
EG. (1) ENGR: E.L. HARDT
IST.(2) ENGR: W.W. GEIBEL

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number

81 07 2 210

This number should be used on all correspondence and particularly on SF 242 as required by OMB A-95.

BEN GIFFORD
7-2-81

RECEIVED
STATE HWY ENGR
AUG 5'81
REFER TO
FOR

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies will be submitted to you separately and must also be included.

Kay L. Wilcox
A-95 Coordinator

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

INTERGOVERNMENTAL RELATIONS DIVISION
JUL 22 1981

Cont for JMs

PNRS STATE REVIEW

Project #: 8107 2 210 Return Date: JUL 31 1981

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

(X) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

( ) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

The Oregon Department of Fish and Wildlife has no objection to the request for funding of the McKay Creek and McKay Creek Overflow Bridge Replacement Project in Washington County. However, we request that Jay Massey, district fish biologist, be given the opportunity to review and comment on detailed project plans. Mr. Massey can be contacted at 17330 S.E. Evelyn Street, Clackamas, Oregon 97015, telephone number 657-2041.

We appreciate the opportunity to review and comment on this project.

cc: Jay Massey.

Agency Fish & Wildlife By

Phone Number 227-5677

VICTOR ATIYEH
GOVERNOR

Department of Fish and Wildlife
OFFICE OF THE DIRECTOR
506 S.W. MILL STREET, P.O. BOX 3503, PORTLAND, OREGON 97208

JUL 30 1981

July 28, 1981

Kay Wilcox
Intergovernmental Relations Division
155 Cottage Street, N.E.
Salem, Oregon 97310

The Department of Fish and Wildlife would like to make the following supplementary comments on PNRS 8107-2-210 (the McKay Creek and McKay Creek Overflow Bridge Replacement Project in Washington County).

The preliminary identification of environmental impacts section of the notice (Item E-4), indicated that a wetland analysis will be completed prior to construction to ensure appropriate mitigation measures are identified. We request that Gene Herb, district wildlife biologist, and Jay Massey, district fish biologist, have the opportunity to review and comment on this analysis report. Mr. Herb can be contacted at 801 Gales Creek Road, Forest Grove, Oregon 97116, telephone number 229-5104. Mr. Massey can be contacted at 17330 S.E. Evelyn Street, Clackamas, Oregon 97015, telephone number 657-2041.

Jim Newton

Jim Newton
Staff Biologist
Environmental Management Section

sw

cc: Jay Massey
Gene Herb

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

RECEIVED
JUL 10 1981
DIVISION OF STATE LANDS

INTERGOVERNMENTAL [illegible] DIVISION

PNRS STATE REVIEW

Project #: 8107 2 210

Return Date: JUL 31 1981

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

☐ It has no adverse effect.

☐ We have no comment.

☐ Effects, although measurable, would be acceptable.

☐ It has adverse effects. (Explain in Remarks Section)

☐ We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

☑ Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s) we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands

By E.H.

Phone Number 8-3059

9735

CON 19-1
[illegible]

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306 State Library Building
Salem, Oregon 97310
Phone: 378-3732
Toll Free Number: 1-800-452-7813

NOTICE OF CONTINUING INTEREST

BRS-1685

APPLICANT: OR DOT-Highway Division

PROJECT TITLE: McKay Creek & O'Flow Bridges WASH. CO.

PNRS NUMBER: 8107 2 210

DATE: 7/22/81

NOTED
H.S. COULTER

☒ XXX Please submit additional information to the State Clearinghouse as requested by Oregon Department of Fish and Wildlife (Details attached)

☐ Please confer with ____________ Potential conflicts with this agency's programs have been identified. If a resolution is not achieved, the Clearinghouse will arrange a formal conference. (Details attached)

☐ The Clearinghouse wishes to arrange a formal conference to explore issues raised. You will be contacted to arrange details.

NOTE: The Clearinghouse will sign off as soon as questions have been answered and/or conflicts resolved.

If no resolution is reached, the Clearinghouse requires submission of the final proposal for review and comment a minimum of 30 days prior to submission to the funding agency. Final comments must accompany the application to the funding agency.

Attachment

D.E. Wilken
H.S. Coulter
F.E. Terpin
J.B. Boyd
J.H. Versteeg
Gary Potter
W.J. Hart
Aeronautics Division
B.L. Gifford
Reg.(M)Engr.: R.N. Bothman
Reg.(1)Engr.: E.L. Hardt
Dis.(2)Engr.: W.W. Geibel

BEN GIFFORD

DESIGN "TAA"

RECEIVED
STATE HWY ENGR
JUL 23 '81
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

PNRS #4
Revised 2/79

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

INTERGOVERNMENTAL RELATIONS DIVISION
JUL 22 1981

Cont [illegible]

PNRS STATE REVIEW

Project #: 8107 2 210 Return Date: JUL 31 1981

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

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( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

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( ) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

The Oregon Department of Fish and Wildlife has no objection to the request for funding of the McKay Creek and McKay Creek Overflow Bridge Replacement Project in Washington County. However, we request that Jay Massey, district fish biologist, be given the opportunity to review and comment on detailed project plans. Mr. Massey can be contacted at 17330 S.E. Evelyn Street, Clackamas, Oregon 97015, telephone number 657-2041.

We appreciate the opportunity to review and comment on this project.

cc: Jay Massey.

Agency Fish & Wildlife By

Phone Number 229-5677

7735

Con 19-1c
McKay Cr

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
H.S. COULTER

July 2, 1981

In Reply Refer to
File No.:

TO: Executive Department
Federal Aid Coordination Unit

Metropolitan Service District
527 S.W. Hall Street
University Center Bldg.
Portland, OR 97201

D E Swan

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 2
Section: McKay Creek and McKay Creek O'Flow Bridges
Highway: FAS-A685
County: Washington

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be

BLG:bke
Attachments

cc: D.E. Wilken, FHWA
H.S. Coulter ✓
F.E. Terpin
J.B. Boyd (2)
J.H. Versteeg(3)
Gary Potter

W.J. Hart
Reg. M-1 Engr.: R.N. Bothman, E.L. Hardt
Dis. 2 Engr.: W.W. Geibel
Aeronautics Division
David Powers, Parks
B.L. Gifford

RECEIVED
STATE HWY ENGR
JUL 8'81
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT [45 Department of Transportation	46] DIVISION [79 Highway		
03	12] APPLICANT ADDRESS STREET [45 Transportation Building	46] CITY [60 Salem	76] ZIP [80 97310	
04	12] CONTACT PERSON [45 D. E. Swan	46] AREA CODE [48 503	49] PHONE [55 378	56] EXTENSION [59 6563
01	12] PROJECT TITLE [71 McKay Cr. and McKay Cr. O'Flow Bridges			
11	12] PROJECT LOCATION—CITY FAS-A685	PROJECT LOCATION—COUNTY Washington	PROJECT LOCATION [79 SEC: T: R:	

05 SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

06 12] The purpose of the project is to replace two deteriorated timber bridges [71

07 12] and to provide a safer approach alignment to the McKay Creek structure. [71

08 12] [71

09 12] [71

10 12] [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
246,400	- -	- -	61,600	- -	308,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE [71 Title 23 USC Highways	
15	12] FEDERAL AGENCY NAME [45 U.S. Department of Transportation	46] FEDERAL SUB-AGENCY NAME [79

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 · INTER-STATE ☐ 13 · COUNTY ☐ 14 · CITY ☐ 15 · SCHOOL DISTRICT ☐ 16 · SPECIAL DISTRICT ☐ 17 · COMMUNITY ACTION ☐ 18 · SPONSORED ORGANIZATION ☐ 19 · OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 · CONT. GRANT ☐ 22 · SUPPL'T GRANT ☐ 23 · INCREASE DURATION ☐ 24 · DECREASE DURATION ☐ 25 · CANCELLATION ☐ 26 · INCREASE DOLLARS ☐ 27 · DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: (Same)

(D) REVIEW REQUIRED by A-95: Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT: Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED: Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42	43] DAY [44	45] YEAR [46
	Aug.	3	1981

Form PNRS-1 Page 1

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: (Same)

VI. If project includes state funds (12C), identify agency - - -

STATE AGENCIES ONLY

VIII (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH $ ________ OTHER FUND CASH $ ________ IN KIND $ ________

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%____	$________	%____	$________	%____	$________
Second Year	%____	$________	%____	$________	%____	$________
Third Year	%____	$________	%____	$________	%____	$________

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number ________

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category II Project of Categorical Exclusion according to the new environmental quality guidelines.

OREGON STATE HIGHWAY DIVISION BRS-H-6803(-)
PROJECT CLASSIFICATION

A. Project Identification:

Section McKay Creek and McKay Creek Overflow Bridges
Highway Shadybrook Road
County Washington
Region 1
(Attach Project Location Map)

Date June 25, 1981
City ______ Hwy. No. ______
Begin M.P. ______ Length ______
Program Estimate 308,000
Funding Source HBR

B. Purpose, Need, and Description of Project (Describe Alternatives): The purpose of the project is to replace two deteriorated timber bridges and to provide a safer approach alignment to the McKay Creek structure. Both bridges currently have a load limit and both are restricted to one-way traffic. The south approach to the McKay Creek Bridge is a blind and abrupt curve. The creek bridge would be replaced with a precast concrete deck structure, and would be slightly realigned toward the east. New approaches would be constructed. The overflow bridge would be replaced with either a precast concrete deck structure or several culverts.

C. Recommended Project Classification:

Project Class		Documentation
______	I	Draft and Final EIS
X	II	Categorical Exclusion
______	III	Environmental Assessment

Other Documentation:

X Wetlands Finding
X Cultural Resource Survey
__ Section 106 Procedures

__ Noise Study Report
__ Indirect Source Construction Permit
__ Section 4(f) Determination

Basis for Recommended Classification:

With proper construction techniques to avoid damaging the identified wetland, the project would have no significant negative impacts to the area environment.

D. Descriptions:	Existing Facility	Proposed Facility
Number of Traffic Lanes	2	2
Median (Yes/No)	No	No
Shoulders (Yes/No, Paved/Gravel)	No	Yes (paved)
Average Daily Traffic (Volume and Year)	800	800
Alignment (New, Combined, Existing)		New (McKay Creek)
Speeds (Posted and Estimated)	55/35	55

E. Preliminary Identification of Environmental Impacts:

1. Estimated Right-of-Way Impacts:

Acres	Less than one acre
Estimated Number of Parcels	2
Residential Relocation (No.)	None
Business Relocation (No.)	None

Describe:

New right-of-way is required for the McKay Creek Bridge realignment only.

2. Estimated Impact on Land Use:

The new alignment would cross vacant land consisting of brush and streamside vegetation. No impact to adjacent agricultural uses are expected.

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:
Shadybrook Road is a major farm to market route. The existing load limit forces most trucks and heavy farm equipment to detour approximately one mile using Jackson Road. The project would eliminate the eventual need for a detour and would provide a safer alignment across McKay Creek on Shadybrook Road. It is not known at this time whether a detour will be required during the construction of the overflow structure. If one is needed, it will probably utilize Jackson Road.

4. Estimated Impact on Rivers, Streams, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

A minor amount of riparian woodland would be removed by the roadway realignment at McKay Creek. Instream construction would occur during the placement of two sets of columns in the creek. The overflow bridge crosses a wetland. A wetlands analysis will be completed prior to construction to ensure appropriate mitigation measures are identified.

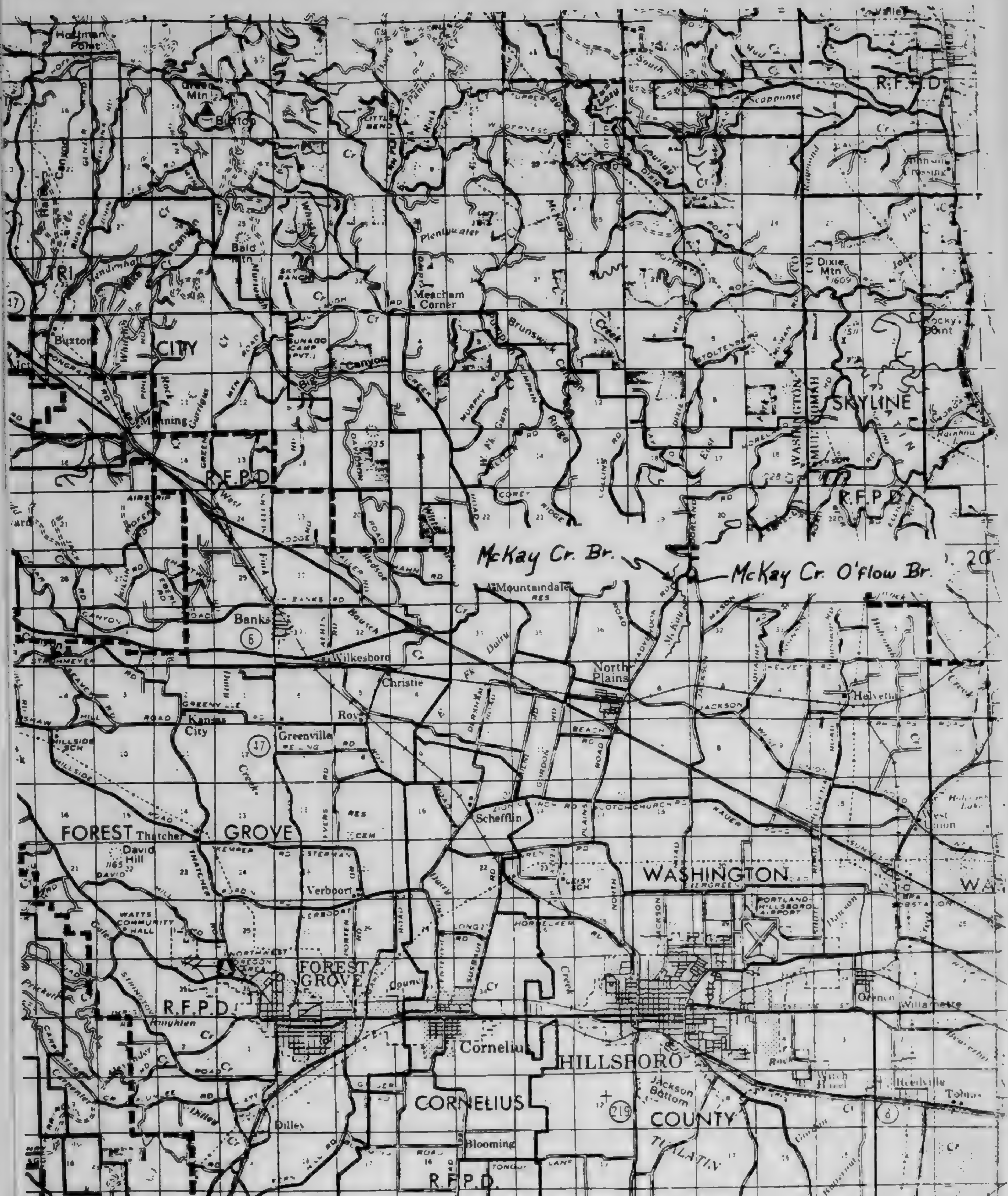
5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

A small amount of undisturbed land may be involved in the roadway realignment; therefore, an archeological survey may be required.

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

Potential wetlands impacts.

Name of Preparer and Phone Number: Jef Kaiser 238-7439


McKay Cr. Br.
McKay Cr. O'flow Br.
Hoffman Point
Green Mtn
Buxton
Bald Mtn
TRI
CITY
R.F.P.D.
Buxton
Manning
Meacham Corner
Plentywater
Brunswick Canyon
Dixie Mtn 1609
Rocky Point
SKYLINE
R.F.P.D.
Scappoose
Mountaindale
Banks
Wilkesboro
Christie
North Plains
Helvetia
Kansas City
Greenville
Roy
FOREST Thatcher GROVE
David Hill 1165
Verboort
Schefflin
WASHINGTON
PORTLAND-HILLSBORO AIRPORT
West Union
WATTS COMMUNITY HALL
FOREST GROVE
R.F.P.D.
Cornelius
HILLSBORO
Orenco
Willamette
Reedville
Jackson Bottom
CORNELIUS
COUNTY
TUALATIN
Dilley
Blooming
R.F.P.D.
Fern Hill
Hazeldale
6
47
219

9735

CON 19-1
McKay

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject:	Oregon Project BRS-A-685(-) McKay Cr. & McKay Cr. Overflow Bridges Shadybrook Road, Washington County	Date:	June 29, 1981
From:	Division Administrator	Reply to Attn. of:	HFO.6-OR
To:	Mr. G. A. Potter, Manager, Environmental Section, OSHD		

NOTED
E. S. HUNTER

I concur in the classification of this project as a categorical exclusion. The extent of Federal participation in approach work (HBR funds) will be determined upon review of preliminary design.

Original Signed By
E. J. VALACH
Program Development
Engineer

Dale E. Wilken

cc:
✓OSHD (E S Hunter, Tech Svcs)
OSHD (Reg I, Env)
OSHD (W J Hart, Br)

RECEIVED
TECHNICAL SERVICES
JUN 30 '81
REFER TO

FOR

Info	Invest	R/D	D/R	Sign	Act	File

9735

Form E-39 (Rev. 9-71)

10036

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

ion McKay and McKay Creek Overflow Bridges

Highway Shadybrook Road (FAS A685)

County Washington

Date June 25, 19 81

Authorization No. 1

Survey Prefix

(Assigned by Salem office)

Description of termini, route, length, etc.: Section 30,T2N, R2W. The bridge sites are located on Shadybrook Road about 2.8 miles northerly of M.P. 57.16 on the Sunset Hwy. No. 47. Federal Aid Route A685.

Proposed: Replace two existing timber bridges with precast concrete structures and realign roadway to provide safer alignment. Road can be closed during construction. Additional right-of-way is required.

Purpose of survey: State to perform field survey, prepare plans, specifications, contract documents, advertise, award contract, and furnish construction engineering. Prepare hydraulics and soils reports. Prepare descriptions and acquire right-of-way. Prepare cultural resource and wetlands report.

Estimate of cost: $315,100 (construction)

Funding: HBR On-System

Category: Class II, Categorical Exclusion

Field Survey	(901)	14,500
Citizen Participation	(902)	
City or County	(903)	
Consultant	(904)	
Final Design	(905)	3,000
Bridge Design	(927)(~~906~~)	8,000
Preliminary Design	(907)	
R/W Description	(909)	500
Soils & Geology	(910)	250
Traffic	(911)	
Landscape	(912)	
Liaison R/W	(913)	300
Utility	(914)	250
Photogrammetry	(916)	
Location Studies	(918)	1,500
Engineering Graphics	(919)	
Project Management	(920)	100
Specifications	(921)	1,800
Administrative Services	(922)	100
Environmental	(923)	500
Dept. of Transportation	(924)	
Air Quality Monitoring	(925)	
Foundation Exploration	(926)	7,000
Seminars & Training	(950)	400
Hearings	(980)	
Personal Leave Time	(960)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$ 38,200
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

Curtis H. Duval

RTIS H. DUVAL, Metro Location Engineer ~~Field Engineer~~

Recommended for Approval:

~~Regional Engineer~~

D.R. ADAMS, Project Development Engineer

SP*23604-724

Recommended for Approval:

Location Engineer

Approved:

Assistant State Highway Engineer

9735

NOTE: SHADED AREAS
TO BE COMPLETED
IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE 6/25/81

PREFIX

1 - IDENTIFICATION

PROJECT NAME: McKay Creek and McKay Creek Overflow Bridges

HIGHWAY NAME: Shadybrook Road (A685)

HIGHWAY NUMBER:

REGION 1	ADMINISTRATIVE DISTRICT 2A	COUNTY Washington	CITY

LENGTH: 0.2 mi.

MILEPOST NUMBER: TO

☒ RURAL ☐ URBAN

LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO

IF YES, UNIT OF GOVERNMENT: Washington County

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER HBR On-System

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☒ GRADING ☒ PAVING ☒ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Replace the two existing timber bridges with precast concrete structures.

Culverts instead of a bridge will be considered as an alternative for the McKay Creek Overflow structure. Shadybrook Road can be closed during construction, therefore stage construction is not required. Removal of the existing bridges should be included in the contract work.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1981 - 800

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☐	☐	☐	☐
PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH): 55

DESIGN STANDARDS: AASHTO

TRAFFIC ANALYSIS: ☐ LIGHT ☐ MEDIUM ☐ HEAVY

3 - FEATURES	EXISTI NUMBER AND WIDTH	P OSED NUMBER AND WIDTH
TRAVEL LANES	Two 10'	Two 12'
SHOULDERS	None	Two 2'
MEDIANS		
PARKING LANES		
SIDEWALKS		
BIKEWAYS		
INTERCHANGES		
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☒	☐	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☒	☐	☐
River	☐	☒	☐
Stream McKay Creek & McKay Creek O'flow	☒	☐	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☒	☐	☐
Simple Acquisition (2 parcels)	☒	☐	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☐	☐
Railroad Crossing	☐	☐	☐
At Grade	☐	☐	☐
Separated	☐	☐	☐
Railroad Encroachment	☐	☐	☐
Permits	☐	☐	☐
Conditional Use	☐	☐	☐
Flood Plain	☐	☐	☐
Irrigation District	☐	☐	☐
Water District	☐	☐	☐
Drainage District	☐	☐	☐
Div. of State Lands	☐	☐	☐
Dept. of Geology & Min. Ind.	☐	☐	☐
Corps of Engineers	☐	☐	☐
Coast Guard	☐	☐	☐
DEQ NPS Air Pollution	☐	☐	☐
DEQ NPS Water Pollution	☐	☐	☐
Building	☐	☐	☐
Fish & Wildlife Approval	☐	☐	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐	Hydraulics Study	☒	☐	☐
Environmental Assessment	☒	☐	☐	Soils Investigation	☒	☐	☐
Statewide Assessment	☐	☒	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☒	☐	☐
Public Hearing ______	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☐	☒	☐
Utilities	☒	☐	☐	Design Review	☐	☒	☐

Type Telephone conduit

4 - WORK ITEMS

TO BE PERFORMED BY

	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT–OF–WAY	☐	☒	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	(2.0)	2.0
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	
RIGHT-OF-WAY ACQUISITION	( )	
P.S. & E. DOCUMENTS	( )	

RECOMMENDED CONSTRUCTION DATE	______ (Region)	______ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING

7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	38,200	
RIGHT OF WAY	2,000	
TRAFFIC CONTROL		
ILLUMINATION		
STRUCTURES	209,000	
RAILROAD		
ROADWAY	94,100	
OTHER Remove existing structures	12,000	
ENGINEERING & CONTINGENCIES (included above)		
PROJECT TOTAL	355,300	

SUBMITTED BY ____________________

McKAY CR. & O'FLOW BRIDGES
SHADYBROOK RD

Wash. Co. Proposal.

CR. Bridge

28 w. x 70 Conc. Slab	$115,000
Rdwork	35,000
R/W	5,000
PE –	23,000
	178,000

O'flow Bridge or Culverts

28x60 Conc. Slab	$98,000
Rdwork	15,000
PE	17,000
	130,000

– ODOT –

Sec Est.
TOTAL $200,300

Br.

TOTAL $355,300

TOTAL 155,300

O'flow

Field Survey (401)

30 miles from Metro

Field work 11 days @ 375 = 4125
Office " (3) 15 days @ 192 = 2880
Super. F. 6 @ $\overset{744}{124}$ + 4 @ $\overset{632}{158}$ = 1376
O. Head 10% ± 619
$ 9,000

*

Field Survey (401)
Field work 6 days @ 375 = 2250
Office (2) 8 " @ 192 = 1536
Super. 550 + 467 = 1,017
O. Head 10% ± = 497
5300

14,300
Use – 14,500

2 separate fund. [illegible] county.

Date 6-19-81 Page 2 of 2

Section MACKAY CR. O'FLOW (SHADYBROOK RD) BRIDGE OR CULVERTS

Highway COUNTY RD. Prefix —

Calculated by E&P

. Replace Br. w/ Conc. or Culv. (use Br.)

G. & P. -100' each side Br. 28' wide - full Depth for 150' 4" AC 13" AB (Port. 20 miles)

ITEM	Unit	Quantity	Unit Price	Total Price
Mobilization (8%)	All	All	Lump Sum	1,600
T.P. & D.T. (4%)	"	"	"	800
Clearing & Grubbing	"	"	"	500
Removal of Structures & Obstructions	"	"	"	200
General Excavation	C.Y.	350	6.00	2,100
Finishing Roadbed & Slopes	All	All	Lump Sum	200
Aggregate Base	Ton	375	12.00	4,500
Asphaltic Conc ~~Mixture~~	Ton	105	46.00	4,830
~~Asph. Cement in Mix~~	"	—	—	—
~~Concrete Walks~~ - AC Driveways	Each ~~C.Y.~~	2	100	200
" ~~Curbs - Type C~~	L.F.	—		—
Drainage	All	All	Lump Sum	300
Adjust	—			—
Rip Rap	C.Y.	50	20	1000
Guard Rail (Include Anchors & Ends)	All		Lump Sum	7,000
				20,830
SUB-TOTAL				23,230
+ 50% ENGR & CONTG.				
ROADWAY TOTAL				34,800
Structure 28x60 pre-cast Conc. (1,680□')				99,000
R/W & Easement	—			—
~~Other~~ Remove Timber Br. 20x60 (1200□')				7,000
P.E. ~~GRAND TOTAL~~				14,200
				155,000

Gen. Exc. $150 \times \frac{2}{27} \times 32 = 350$ C.Y

AB $150 \times \frac{1.1}{27} \times 32 \times 1.92$ 375 Tons

Asph. $150 \times 4 \times 28 \times .00621$ 104 Tons

Date 6-19-81　　Page 1 of 2

Section MCKAY CR. (SHADYBROOK RD) BRIDGE

Highway COUNTY RD　　Prefix —

Calculated by ELP

Replace Br. Close Rd ok

6.9.1. 150' each side Br. - 28' W (~~use ½ width~~) ~~[illegible] 42 W for 300'~~　　4" AC 13" AB

ITEM	Unit	Quantity	Unit Price	Total Price
Mobilization (8%)	All	All	Lump Sum	2,800
T.P. & D.T. (4%)	"	"	"	1,400
Clearing & Grubbing (Guess)	"	"	"	2,000
Removal of Structures & Obstructions	"	"	"	700
General Excavation	C.Y.	1200	6.00	7,200
Finishing Roadbed & Slopes	All	All	Lump Sum	700
Aggregate Base	Ton	750	12.00	9,000
Asphaltic Conc. ~~Mixture~~	Ton	140	46.00	6,440
~~Asph. Cement in Mix~~	"	—	—	—
~~Concrete Walks~~ - AC Driveways	Each ~~C.Y.~~	3	100	300
" ~~Curbs - Type C~~	L.F.	—	—	—
Drainage Ditch etc (Guess)	All	All	Lump Sum	1,000
Adjust	—	—	—	—
Rip Rap	C.Y.	50	20	1,000
/ Guard Rail (Include Anchors & Ends)	All		Lump Sum	7,000 39540
SUB-TOTAL				39,540
+ 50% Engr & Contg				
ROADWAY TOTAL				59,300
Structure 28x70 pre cast conc. 1960□				110,000
R/W & Easement 2 Parcels 1 Ac-				2,000
① Other Remove Timber Br. 18x48 = 864□				5000
P.E. ~~GRAND TOTAL~~				24,000
Proj. TOTAL				200300

Gen. Exc. (Emb. in Pl.) 6' High

$$300' \times \frac{\overset{(1/2\,H)}{3}}{27} \times 36'' = 1200 \text{ C.Y.}$$

A.B.

$$\frac{300 \times 32}{27} \times 1.1 = 391 \times 1.42 = 750 \text{ Tons}$$

AC $4 \times 200 \times 28 \times .00621 - 139$ Tons

9735

Form E-59 (Rev. 9-71)

(MCB00013 /)
(MCB00002)

10036 Z

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

.ion McKay and McKay Creek Overflow Bridges

Date June 25, 1981

Highway Shadybrook Road (FAS A685)

Authorization No. 1

County Washington

Survey Prefix 534-1949 (Assigned by Salem office)

Description of termini, route, length, etc.: Section 30,T2N, R2W. The bridge sites are located on Shadybrook Road about 2.8 miles northerly of M.P. 57.16 on the Sunset Hwy. No. 47. Federal Aid Route A685.

Proposed: Replace two existing timber bridges with precast concrete structures and realign roadway to provide safer alignment. Road can be closed during construction. Additional right-of-way is required.

Purpose of survey: State to perform field survey, prepare plans, specifications, contract documents, advertise, award contract, and furnish construction engineering. Prepare hydraulics and soils reports. Prepare descriptions and acquire right-of-way. Prepare cultural resource and wetlands report.

BRS-A685(4)
9-28-81

Estimate of cost: $315,100 (construction)
Funding: HBR On-System
Category: Class II, Categorical Exclusion

Field Survey	(901)	14,500
Citizen Participation	(902)	
City or County	(903)	
Consultant	(904)	
Final Design	(905)	3,000
Bridge Design	(927)(~~906~~)	8,000
Preliminary Design	(907)	
R/W Description	(909)	500
Soils & Geology	(910)	~~250~~ 500
Traffic	(911)	
Landscape	(912)	
Liaison R/W	(913)	300
Utility	(914)	250
Photogrammetry	(916)	
Location Studies	(918)	1,500
Engineering Graphics	(919)	
Project Management	(920)	100
Specifications	(921)	1,800
Administrative Services	(922)	100
Environmental	(923)	500
Dept. of Transportation	(924)	
Air Quality Monitoring	(925)	
Foundation Exploration	(926)	7,000
Seminars & Training	(950)	400
Hearings	(980)	
Personal Leave Time	(960)	

Approved by Comm 1-27-81 McKay Cr 110,000 HBR
Over flow 150,000

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

RECEIVED
JUL 22 1981
LOCATION SECTION

Total estimated cost of survey	38,450 $ ~~38,200~~
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:
Curtis H. Duval
CURTIS H. DUVAL, Metro Location Engineer

Recommended for Approval:
D.R. ADAMS, Project Development Engineer ~~Regional Engineer~~

Recommended for Approval:
Location Engineer

Approved:
E S Hunter
Assistant State Highway Engineer

SP*23004-T34

9735

BRS-A-685(-)

OREGON STATE HIGHWAY DIVISION
PROJECT CLASSIFICATION

A. Project Identification:

Section McKay Creek and McKay Creek Overflow Bridges

Highway Shadybrook Road

County Washington

Region 1

(Attach Project Location Map)

Date June 25, 1981

City ______ Hwy. No. ______

Begin M.P. ______ Length ______

Program Estimate 308,000

Funding Source HBR

B. Purpose, Need, and Description of Project (Describe Alternatives): The purpose of the project is to replace two deteriorated timber bridges and to provide a safer approach alignment to the McKay Creek structure. Both bridges currently have a load limit and both are restricted to one-way traffic. The south approach to the McKay Creek Bridge is a blind and abrupt curve. The creek bridge would be replaced with a precast concrete deck structure, and would be slightly realigned toward the east. New approaches would be constructed. The overflow bridge would be replaced with either a precast concrete deck structure or several culverts.

C. Recommended Project Classification:

Project Class		Documentation
____	I	Draft and Final EIS
X	II	Categorical Exclusion
____	III	Environmental Assessment

Other Documentation:

X Wetlands Finding

X Cultural Resource Survey

__ Section 106 Procedures

__ Noise Study Report

__ Indirect Source Construction Permit

__ Section 4(f) Determination

Basis for Recommended Classification:

With proper construction techniques to avoid damaging the identified wetland, the project would have no significant negative impacts to the area environment.

D. Descriptions:	Existing Facility	Proposed Facility
Number of Traffic Lanes	2	2
Median (Yes/No)	No	No
Shoulders (Yes/No, Paved/Gravel)	No	Yes (paved)
Average Daily Traffic (Volume and Year)	800	800
Alignment (New, Combined, Existing)		New (McKay Creek)
Speeds (Posted and Estimated)	55/35	55

(12-15-80)

E. Preliminary Identification of Environmental Impacts:

1. Estimated Right-of-Way Impacts:

Acres	Less than one acre
Estimated Number of Parcels	2
Residential Relocation (No.)	None
Business Relocation (No.)	None

Describe:

New right-of-way is required for the McKay Creek Bridge realignment only.

2. Estimated Impact on Land Use:

The new alignment would cross vacant land consisting of brush and streamside vegetation. No impact to adjacent agricultural uses are expected.

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:
Shadybrook Road is a major farm to market route. The existing load limit forces most trucks and heavy farm equipment to detour approximately one mile using Jackson Road. The project would eliminate the eventual need for a detour and would provide a safer alignment across McKay Creek on Shadybrook Road. It is not known at this time whether a detour will be required during the construction of the overflow structure. If one is needed, it will probably utilize Jackson Road.

4. Estimated Impact on Rivers, Streams, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

A minor amount of riparian woodland would be removed by the roadway realignment at McKay Creek. Instream construction would occur during the placement of two sets of columns in the creek. The overflow bridge crosses a wetland. A wetlands analysis will be completed prior to construction to ensure appropriate mitigation measures are identified.

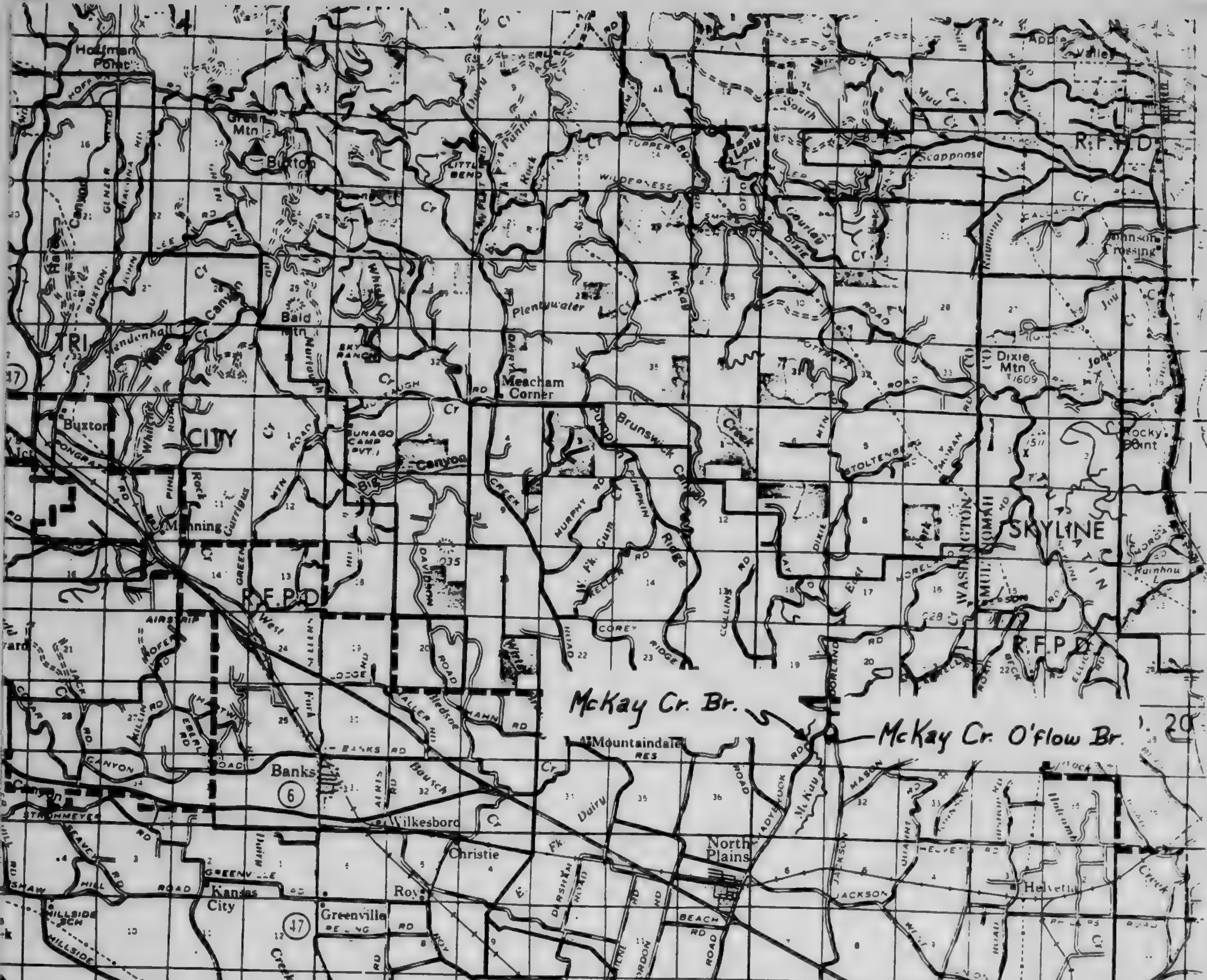
5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

A small amount of undisturbed land may be involved in the roadway realignment; therefore, an archeological survey may be required.

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

Potential wetlands impacts.

Name of Preparer and Phone Number: Jef Kaiser 238-7439


McKay Cr. Br.

McKay Cr. O'flow Br.

Hoffman Point
Green Mtn
Buxton
Bald Mtn
Plentywater
Meacham Corner
Dixie Mtn 1609
Johnson Crossing
Rocky Point
Scappoose
R.F.P.D.
TRI
CITY
Manning
SKYLINE
WASHINGTON
MULTNOMAH
Mountaindale
Banks
Wilkesboro
Christie
Roy
North Plains
Helvetia
Kansas City
Greenville
FOREST
GROVE
Thatcher
David Hill
Verboort
Scheffln
Watts Community Hall
Cornelius
HILLSBORO
Portland-Hillsboro Airport
Orenco
Willamette
West Union
Jackson Bottom
CORNELIUS
COUNTY
Dilley
Blooming
Fern Hill
Reedville
Tobias
Hazeldale
TUALATIN
47
6
219
8

9735

CON 19-1
McKay

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: June 25, 1981

File No: 10036

TO D.H. MOEHRING Attn: D.E. Swan
Assistant State Highway Engineer

FROM: T.A. SPENCE T. A. Spence
Plan & Program Manager

SUBJECT: McKay Creek and McKay Creek Overflow Bridges
Shadybrook Road (A685)
Washington County

NOTED
E. S. HUNTER 7-1-81

Here is our programming packet for the subject project. Included are two Project Requests, Project Classification, Authority for Survey, Location Prospectus, agreement information sheet, recon estimate, and project photographs.

Replacement of these two bridges is included in the approved HBR program for FY 1982. Washington County submitted a project request for each bridge which we are combining into one project because of the proximity of the two structures and the common scheduling for FY 1982.

Inclusion in the MSD TIP is not a requirement for this project.

The Metro Environmental Unit has recommended categorization as a Class II, Categorical Exclusion. There is waterway involvement with McKay Creek and the adjacent wetlands.

Please request FHWA approval and obligation of $38,200 (TEC) at this time for preliminary engineering.

TAS:ECM:JS

cc: F.E. Terpin
Metro Project Development Units
R.C. Brooks

Attachments

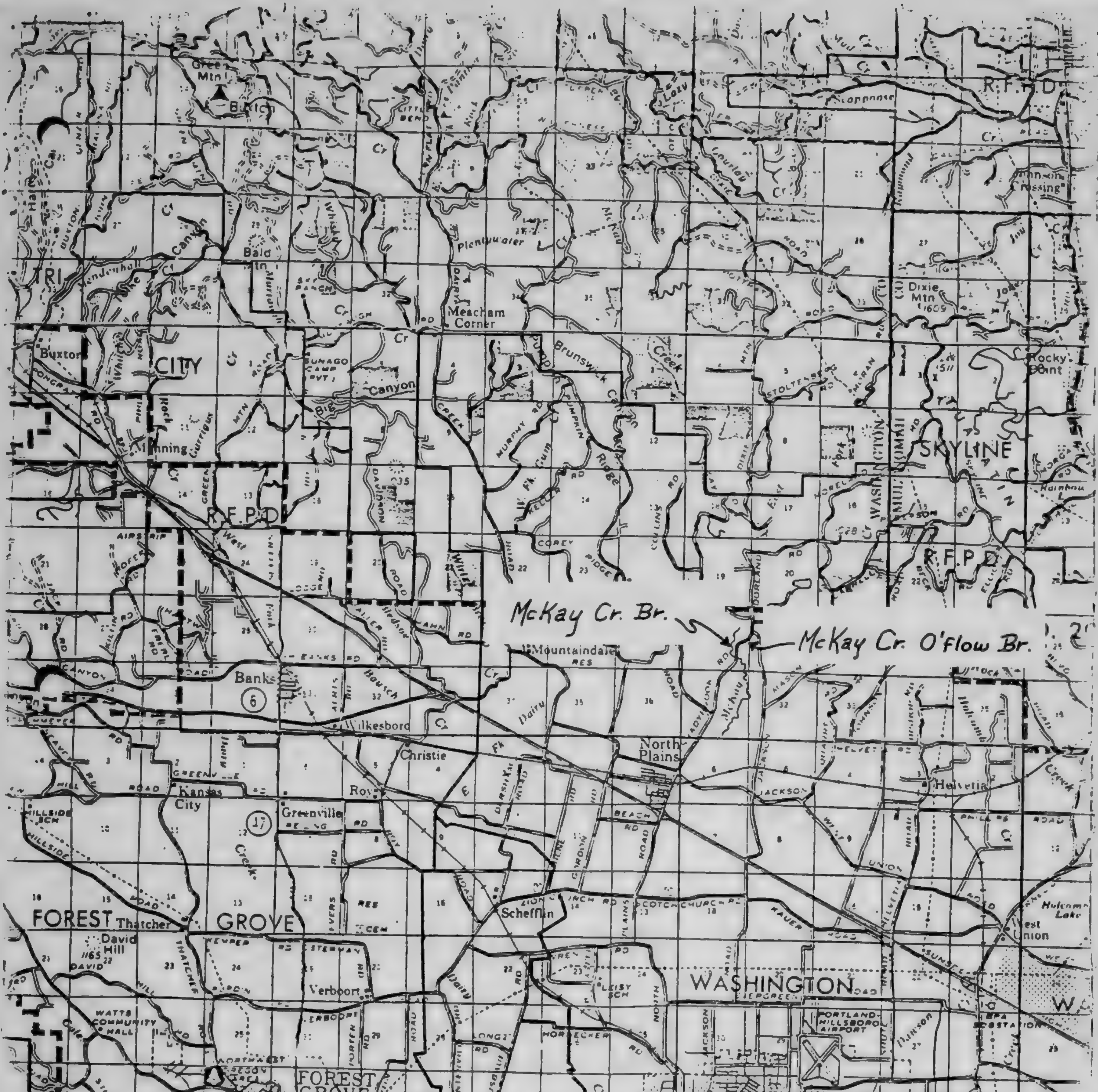
cc: Terpin
Wifford

D. E. Swan - Please Program & Update PMS.
E. S. Hunter
D. H. Moehring
G. Bell
L. E. George
G. Potter
F. E. Terpin
W. J. Hart
J. B. Boyd

R. Trygstad
Lyle Watson
J. Sullivan
F. W. Yarbrough
J. Grassman
F. Lowe
Metro:
Ted Spence

RECEIVED
TECHNICAL SERVICES
JUL 7 '81
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File


McKay Cr. Br.
McKay Cr. O'Flow Br.
TRI
CITY
R.F.P.D.
SKYLINE
R.F.P.D.
R.F.P.D.
FOREST GROVE
R.F.P.D.
WASHINGTON
COUNTY
CORNELIUS
R.F.P.D.
HILLSBORO
FOREST GROVE
Cornelius
Buxton
Banks
Manning
Mountaindale
Wilkesboro
Christie
North Plains
Helvetia
Kansas City
Greenville
Roy
Thatcher
David Hill
Verboort
Scheffiin
West Union
Orenco
Willamette
Reedville
Tobias
Witch Hazel
Jackson Bottom
Dilley
Blooming
Fern Hill
Meacham Corner
Dixie Mtn
Rocky Point
Bald Mtn
Green Mtn
Plentywater
Brunswick Canyon
Big Canyon
Dairy
McKay
Tualatin
PORTLAND-HILLSBORO AIRPORT
WATTS COMMUNITY HALL
6
47
8
219
47

9735

OREGON STATE HIGHWAY DIVISION
PROJECT CLASSIFICATION

A. Project Identification:

ction McKay Creek and McKay Creek Overflow Bridges
Highway Shadybrook Road
County Washington
Region 1
(Attach Project Location Map)

Date 6/10/81
City ____ Hwy. No. ____
Begin M.P. ____ Length ____
Program Estimate 308,000
Funding Source HBR

B. Purpose, Need, and Description of Project (Describe Alternatives): The purpose of the project is to replace two deteriorated timber bridges and to provide a safer approach alignment to the McKay Creek structure. Both bridges currently have a load limit and both are restricted to one-way traffic. The south approach to the McKay Creek Bridge is a blind and abrupt curve. The creek bridge would be replaced with a precast concrete deck structure, and would be slightly realigned toward the east. New approaches would be constructed. The overflow bridge would be replaced with either a precast concrete deck structure or several culverts.

C. Recommended Project Classification:

Project Class	Documentation
____ I	Draft and Final EIS
X II	Categorical Exclusion
____ III	Environmental Assessment

Other Documentation:

X Wetlands Finding
X Cultural Resource Survey
__ Section 106 Procedures
__ Noise Study Report
__ Indirect Source Construction Permit
__ Section 4(f) Determination

Basis for Recommended Classification:

With proper construction techniques to avoid damaging the identified wetland, the project would have no significant negative impacts to the area environment.

D. Descriptions:	Existing Facility	Proposed Facility
Number of Traffic Lanes	2	2
Median (Yes/No)	No	No
Shoulders (Yes/No, Paved/Gravel)	No	Yes (paved)
Average Daily Traffic (Volume and Year)	800	800
Alignment (New, Combined, Existing)		New (McKay Creek)
Speeds (Posted and Estimated)	55/35	55

(12-15-80)

E. Preliminary Assessment of Enviromental Impacts:

1. Estimated Right-of-Way Impacts: New right-of-way is required for the McKay Cr. Bridge realignment only.

Acres	Less than one acre
Estimated Number of Parcels	2
Residential Relocation (No.)	None
Business Relocation (No.)	None

2. Estimated Impact on Land Use:

The new alignment would cross through vacant land consisting of brush and streamside vegetation. No impact to adjacent agricultural uses are expected.

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:

Shadybrook Road is a major farm to market route. The existing load limit forces most trucks and heavy farm equipment to detour approximately one mile using Jackson Road. The project would eliminate the need for a detour and would provide a safer alignment across McKay Creek on Shadybrook Road.

4. Estimated Impact on Rivers, Stream, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

A minor amount of riparian woodland would be removed by the roadway realignment at McKay Creek. Instream construction would occur during the placement of two sets of columns in the creek. The overflow bridge crosses through a wetland. A wetland study is recommended to insure adequate construction and mitigation techniques are used to avoid impacting this wetland.

5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

A small amount of undisturbed land may be involved in the roadway realignment; therefore, an archeological survey may be required.

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

Preservation of the existing wetland.

Name of Preparer and Phone Number: Jef Kaiser 238-7439

9735

FEDERAL AID PROJECT REQUEST

Date May 20, 1981

Applicant Agency Washington County

Request for: Off-System ____, FAS-C ____, FAUS ____ Project HBR On-System X

Federal Aid Route No. A685 Route Name Shadybrook Road

Project Name McKay Creek Overflow (Shadybrook Road) Bridge Section

Project Length 160' Project Location (Attach sketch map)

Project Description Replace an existing 4 span timber tressle bridge built in 1948 with either a precast concrete deck bridge or several culverts.

Average Daily Traffic 800 Design Speed 55 m.p.h.

Complete Applicable Sections:

I. ROADWAY DATA

1. **Existing Roadway:** (Attach sketch)

Width 20' Travel Lanes 2-10' Shoulders 0'
Medians None Parking No
Sidewalks None
Remarks

2. **Desired Roadway Cross Section:** (Attach sketch)

Width 28' Travel Lanes 2-12' Shoulders 2'
Medians No Parking No
Curbed No Length Curb Radii N/A
Sidewalk/Bikeway No
Remarks

II. RIGHT-OF-WAY DATA

1. **Existing Right-of-Way:**

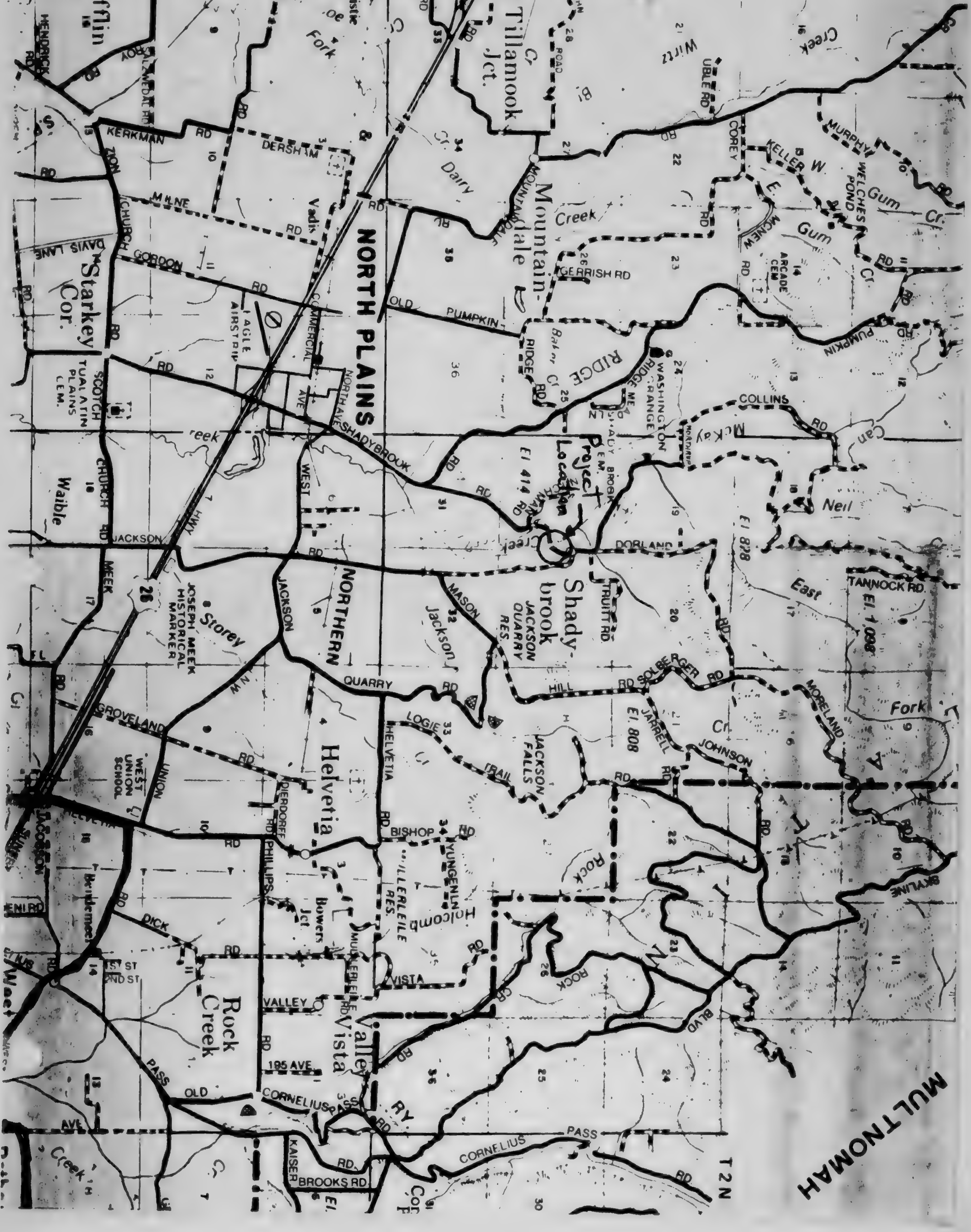
General Width 60' Minimum 60' Maximum 60'

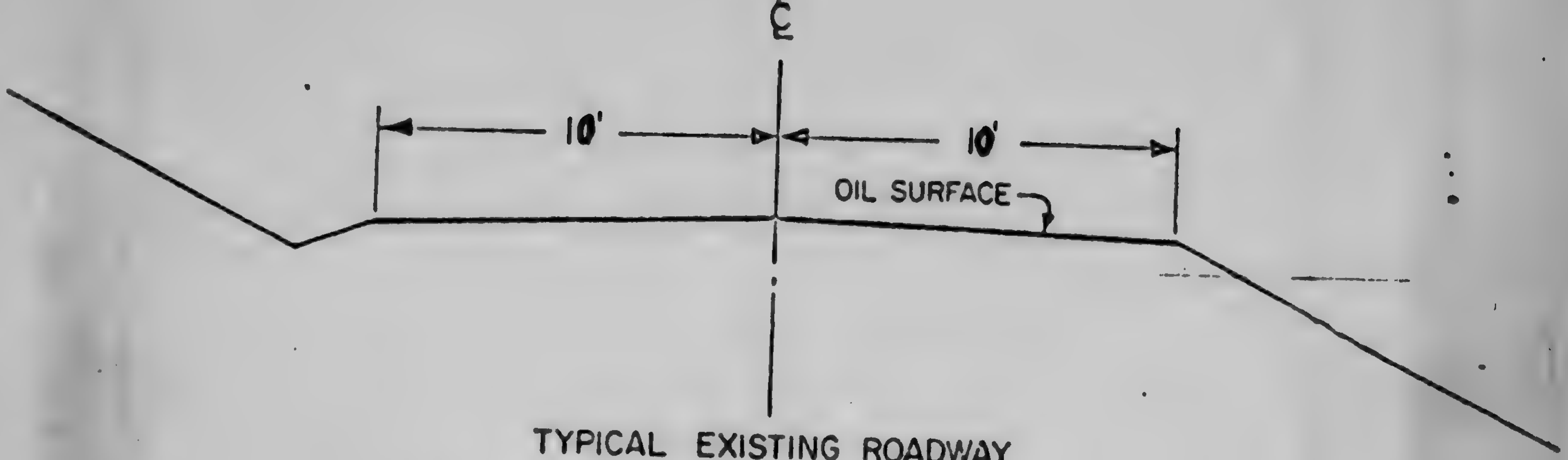
2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No X

3. Will additional right-of-way be needed? Yes ____ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No ____
Remarks CR A110 2N2 Section 30

II. TRAFFIC CONTROL DATA

1. **Existing Signalization and Location:** N/A

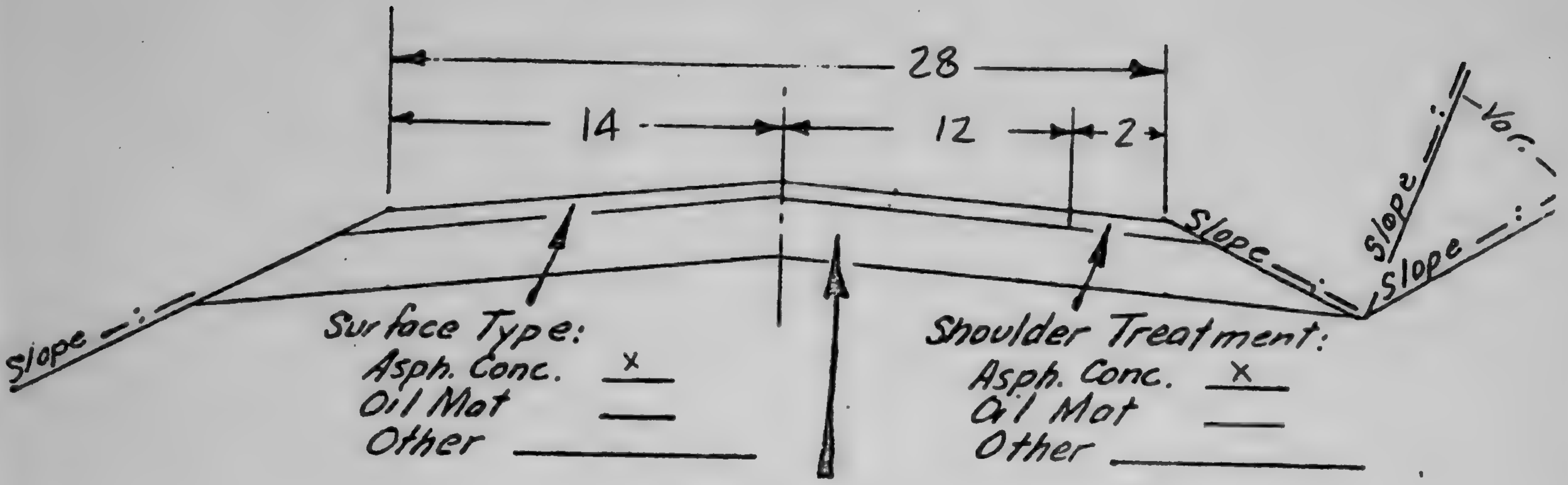

NORTH PLAINS
Project Location
El 414
Shady-brook
Mountain-dale
Tillamook Jct.
Starkey Cor.
Waible
Helvetia
NORTHERN
Rock Creek
Valley Vista
Bowers Jct
Holcomb
Scheffiin
Christie
KERKMAN RD
DERSHAM
MILNE RD
GORDON RD
DAVIS LANE
OLD PUMPKIN
SHADYBROOK RD
JACKSON
DORLAND
TRUITT RD
MASON
JACKSON QUARRY RES.
QUARRY RD
HILL RD
SOLBERGER RD
JARRELL RD
JOHNSON RD
MORELAND
LOGIE TRAIL
JACKSON FALLS
GROVELAND RD
WEST UNION SCHOOL
UNION
HELVETIA RD
BISHOP RD
YUNGEN LN
MUHLEBEILE RES.
PHILLIPS
DICK RD
VISTA
VALLEY
185 AVE.
OLD CORNELIUS PASS RD
CORNELIUS PASS RD
KAISER RD.
BROOKS RD
SKYLINE BLVD
ROCK CR
GERRISH RD
RIDGE RD
WASHINGTON GRANGE
COLLINS RD
PUMPKIN RIDGE
TANNOCK RD.
El 1,098
El 808
El 828
ARCADE CEM
WELCHES POND
MURPHY
KELLER
COREY
UBLE RD
MCNEW
TUALATIN PLAINS CEM.
EAGLE AIRSTRIP
COMMERCIAL
NORTH AVE
WEST
SCOTCH CHURCH RD
MEEK
JOSEPH MEEK HISTORICAL MARKER
Storey
HWY 26
Dairy Cr.
Gum Cr.
East Fork
Jackson
McKay
Neil
Creek
MULTNOMAH
T2N]


℄
10'
10'
OIL SURFACE

TYPICAL EXISTING ROADWAY

TYPICAL SECTION

ROADWAY

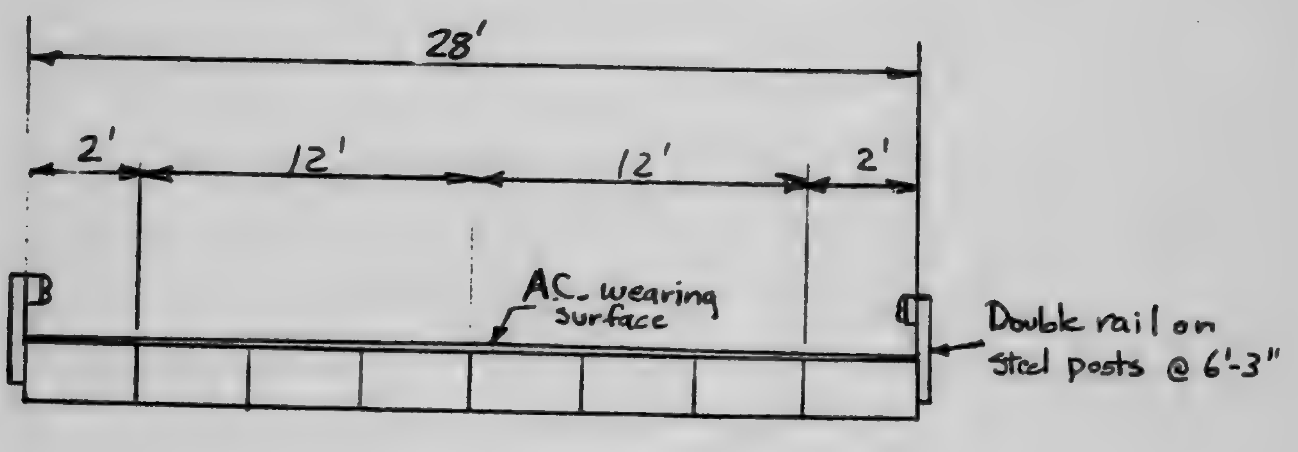

28
14
12
2
Slope
Slope
Slope
Slope
Var.

Surface Type:
Asph. Conc. x
Oil Mat
Other

Shoulder Treatment:
Asph. Conc. x
Oil Mat
Other

Type of Base:
Pit or Quarry Run
Crushed Stone x
Asph. Treated
Cement Treated

BRIDGE


28'
2'
12'
12'
2'
A.C. wearing surface

Double rail on steel posts @ 6'-3"

2. **Proposed Signalization:** N/A

Location
Type
Phases
Type of Suspension
Interconnected
Remarks

3. **Permanent Signing:**

Include in project or by applicant? By applicant

4. **Permanent Striping:**

Include in project or by applicant? By applicant

IV. ILLUMINATION DATA N/A

1. **Existing Illumination and Location:**

2. **Proposed Illumination:**

Location
Type
Remarks

V. STRUCTURE DATA

1. **Existing Structure:**

Location 1.3 Mile North of Pumpkin Ridge Road
Type Timber Tressle Br. No. 13115
Approach Roadway Width 20' Shoulder Width 0'
Length 60' Width 20'
To remain in place? No

2. **Proposed Structure:**

Location Same
Approximate Size: Length 60' Width 28'

Are sidewalk/bikeways desired? No

Are any utilities to be attached to structure? Yes

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? No

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes______ No X

   Name of Railroad
   Existing Crossing Protection

2. Will existing railroad crossing be altered?

   Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — Larry Rice, Director of Public Works, Washington County
   Office
2. Environmental — Same
   Office
3. Public Hearing — Same
   Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant ~~X~~ State X Consultant______

Per Call to Breson 6/2/81.

2. **Project construction engineering to be performed by:**

Applicant________ **State** X **Consultant**________

3. **Will applicant perform any work prior to or after award of contract?**

Yes________ **No** X

If "yes," describe briefly:________

4. **Applicant's estimate of cost for requested project:**

Roadway Work	$ 15,000	34,800
Right-of-way costs (if participating)	- - -	
Traffic control	- - -	
Illumination	- - -	
Structures	98,000	99,000
Railroad	- - -	
Other Remove existing structure	- - -	7,000
Preliminary engineering	17,000	14,200
PROJECT TOTAL	$ 130,000	155,000

Remarks________

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF ________ and/or Washington COUNTY

By________

By________

By Larry Rice, Director of Public Works

By Larry Rice

By________

9735

FEDERAL AID PROJECT REQUEST

Date May 20, 1981

Applicant Agency Washington County

Request for: Off-System ____, FAS-C ____, FAUS ____ Project HBR On-System X

Federal Aid Route No. A685 **Route Name** Shady Brook Road

Project Name McKay Creek (Shady Brook Road) Bridge Section

Project Length 300'

Project Location (Attach sketch map)

Project Description Replace existing timber tressle bridge with a new precast concrete deck bridge and construct new approaches to provide safer horizontal alignment.

Average Daily Traffic 800 **Design Speed** 35 mph

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 20' **Travel Lanes** 2 **Shoulders** 0'

Medians None **Parking** No

Sidewalks None

Remarks

2. Desired Roadway Cross Section: (Attach sketch)

Width 28' **Travel Lanes** 2-12 **Shoulders** 2'

Medians No **Parking** No

Curbed No **Length Curb Radii** N/A

Sidewalk/Bikeway No

Remarks

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

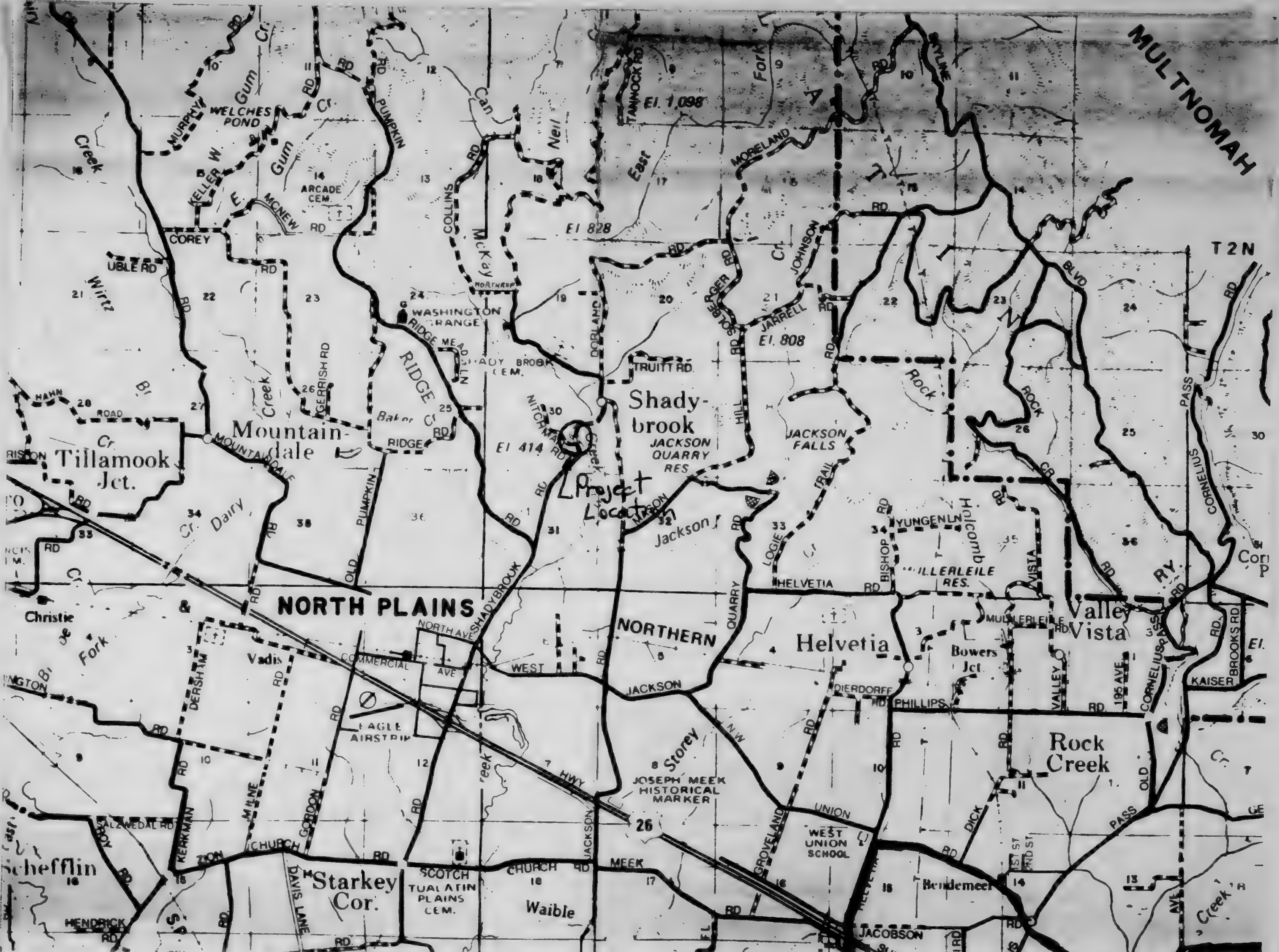
General Width 60 **Minimum** 60 **Maximum** 60

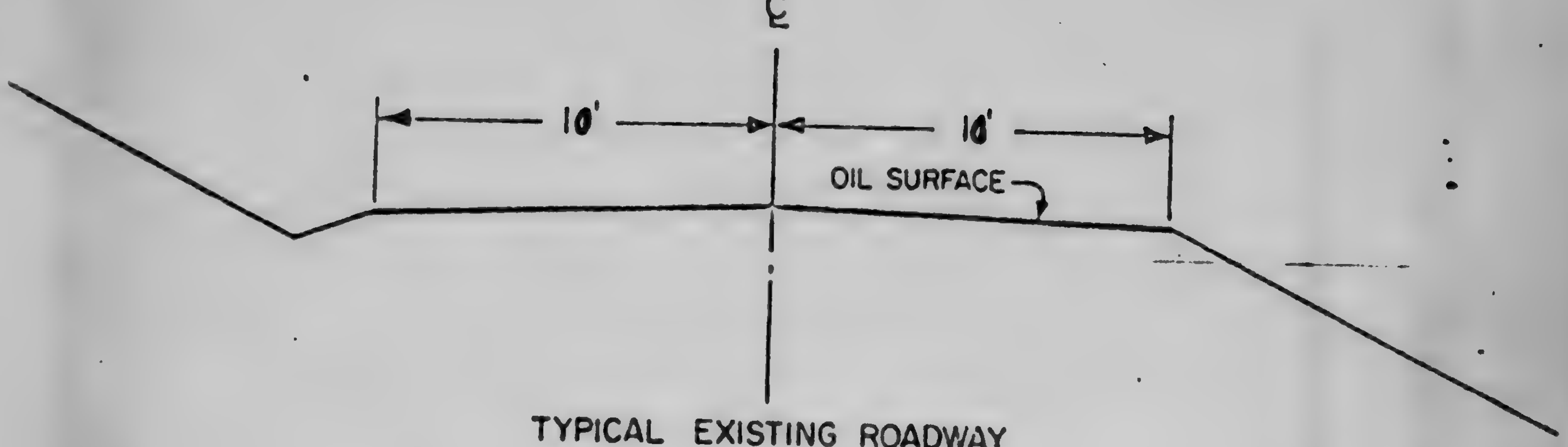
2. **Has right-of-way been acquired for this project subsequent to January 2, 1971?**
Yes ____ **No** X

3. **Will additional right-of-way be needed? Yes** X **No** ____
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes X **No** ____
Remarks C.R. A110 2N2 Section 30

II. TRAFFIC CONTROL DATA

1. Existing Signalization and Location: N/a

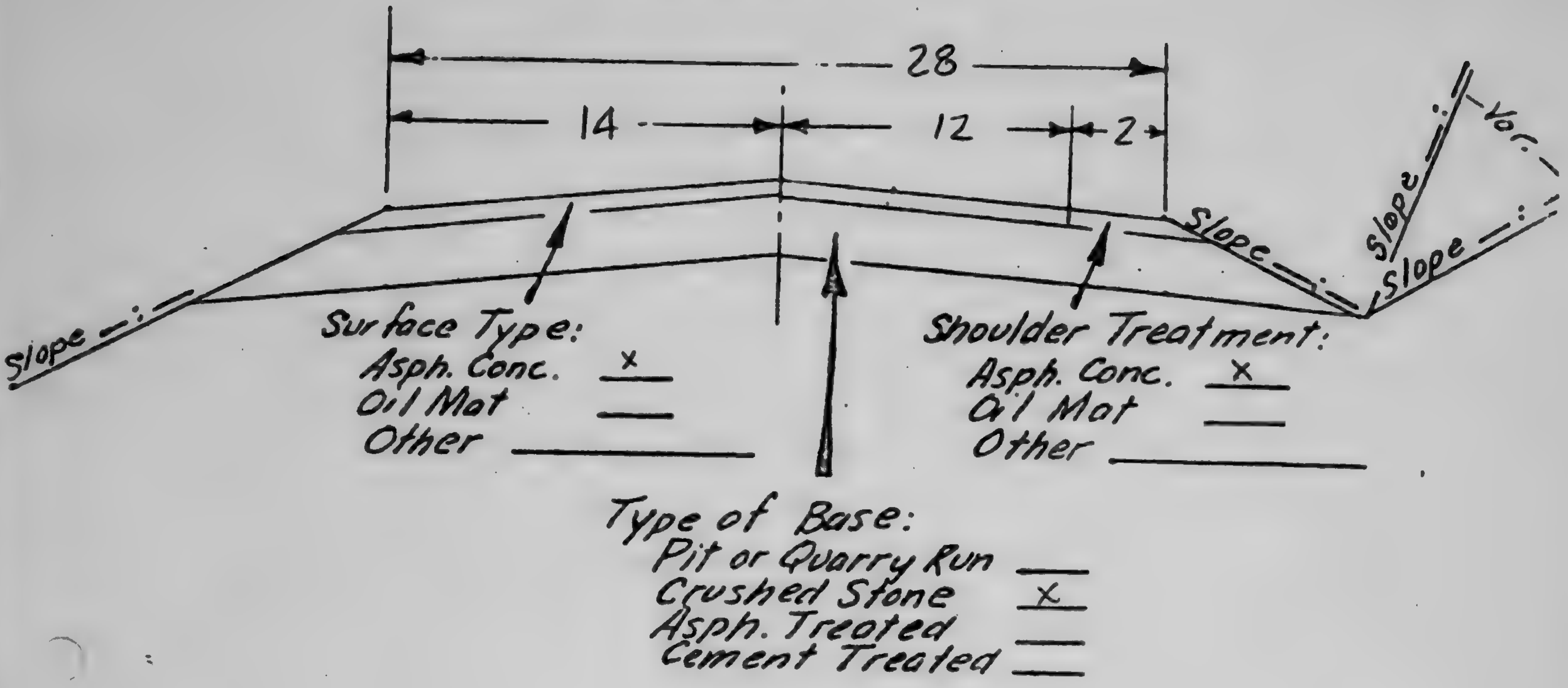

MULTNOMAH
T2N
NORTH PLAINS
Shadybrook
Mountaindale
Tillamook Jct.
Helvetia
Valley Vista
Rock Creek
Holcomb
Bowers Jct
Starkey Cor.
Waible
Scheffiin
Christie
Vadis
Bendemeer
NORTHERN
JACKSON QUARRY RES.
JACKSON FALLS
WASHINGTON GRANGE
SHADY BROOK CEM.
ARCADE CEM.
WELCHES POND
TUALATIN PLAINS CEM.
WEST UNION SCHOOL
JOSEPH MEEK HISTORICAL MARKER
EAGLE AIRSTRIP
MULLERLEILE RES.
El 1,098
El 828
El 808
El 414
Project Location
26
HWY
SHADYBROOK RD
HELVETIA RD
CORNELIUS PASS RD
SKYLINE BLVD
MORELAND
JOHNSON
JARRELL
SOLBERGER
DORLAND
TRUITT RD
NITCHMAN RD
MASON
LOGIE TRAIL
BISHOP RD
YUNGEN LN
VISTA
MULLERLEILE RD
PHILLIPS
DIERDORFF
UNION
GROVELAND
JACKSON
QUARRY
WEST
NORTH AVE
COMMERCIAL AVE
GORDON
CHURCH
ZION
KERKMAN
DERSHAM
MEEK
SCOTCH
DAVIS LANE
PUMPKIN RIDGE
OLD PUMPKIN
GERRISH RD
RIDGE MEAD LN
COLLINS
McKay
MOUNTAINDALE
COREY
UBLE RD
KELLER
MCNEW RD
MURPHY
HAHN ROAD
HENDRICK RD
TANNOCK RD
ROCK CR
Rock
Jackson
Dairy
Storey
Wirtz
Creek
Gum Cr
Baker Cr
Fork
East
Nell
KAISER
BROOKS RD
195 AVE
JACOBSON
SUNSET


℄
10'
10'
OIL SURFACE

TYPICAL EXISTING ROADWAY

TYPICAL SECTION

ROADWAY

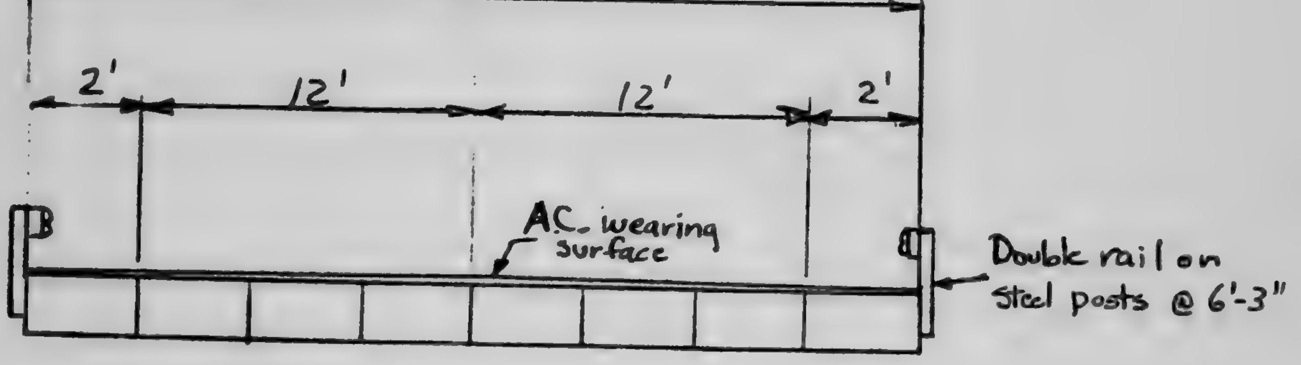

28
14
12
2
Slope
Slope
Slope
Slope
Var.

Surface Type:
Asph. Conc. x
Oil Mat ___
Other ___

Shoulder Treatment:
Asph. Conc. x
Oil Mat ___
Other ___

Type of Base:
Pit or Quarry Run ___
Crushed Stone x
Asph. Treated ___
Cement Treated ___

BRIDGE


28'
2'
12'
12'
2'
A.C. wearing surface
Double rail on steel posts @ 6'-3"

2. **Proposed Signalization:** N/A

Location
Type
Phases
Type of Suspension
Interconnected
Remarks

3. **Permanent Signing:**

Include in project or by applicant? By Applicant

4. **Permanent Striping:**

Include in project or by applicant? By Applicant

IV. ILLUMINATION DATA N/A

1. **Existing Illumination and Location:**

2. **Proposed Illumination:**

Location
Type
Remarks

V. STRUCTURE DATA

1. **Existing Structure:**

Location 1.1 Mile North of Pumpkin Ridge Road over McKay Creek
Type Timber tressle
Br. No. 13114
Approach Roadway Width 20' Shoulder Width 0'
Length 48' Width 18'
To remain in place? No

2. **Proposed Structure:**

Location Same
Approximate Size: Length 70' Width 28'

Are sidewalk/bikeways desired? No

Are any utilities to be attached to structure? Yes

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? No

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes_____ No X

Name of Railroad

Existing Crossing Protection

2. Will existing railroad crossing be altered?

Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1.	Citizen Involvement	Larry Rice, Director of Public Works, Washington County Office
2.	Environmental	Same Office
3.	Public Hearing	Same Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant_____ State X Consultant_____

2. Project construction engineering to be performed by:

Applicant________ State X Consultant________

3. Will applicant perform any work prior to or after award of contract?

Yes________ No X

If "yes," describe briefly:

4. Applicant's estimate of cost for requested project:

	Washington Co. Estimate	Metro Branch Estimate
Roadway Work	$ 35,000	59,300
Right-of-way costs (if participating)	5,000	2,000
Traffic control	- - -	
Illumination	- - -	
Structures	115,000	110,000
Railroad	- - -	
Other Remove existing bridge	- - -	5,000
Preliminary engineering	23,000	24,000
PROJECT TOTAL	$ 178,000	200,300

edM.

Remarks________

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF ________ and/or Washington COUNTY

By________ By Larry Rice, Director of Public Works

By________ By Larry Rice

By________

(1976)

SERIES TITLE:

Contracts

LAST RECORD
IDENTIFICATION:

Contract # 9735

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